

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....18.....When handed in at Local Office.....18..... Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, First Survey 20th Jan 1894 Last Survey 1st March 1894
1076 on the Wood, Iron or Steel Steamer Avalon Master Richardson

TONNAGE:— Built at Newcastle By whom C. S. Swan & Hunter When 1888
GROSS 2083 Owners English & American Shipping Co. Port belonging to London
UNDER DK. 1645 Owners' Address
NET 1384 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? By Name of Dock Headrow Destined Voyage America
WB=CellDBorDBa 234 feet; uE&B feet; f feet; }
total capacity 427 tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of S.B., if any).
<u>100 A.1</u>		<u>1.93</u>
<u>2.96</u>		<u>1.93</u>
<u>S.S. Div. N. 1.93</u>		<u>B.S. 2.96</u>

Last Survey, No. 249 Port R.H.
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 11 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N. 2.

This vessel has been placed in dry dock the bottom cleaned examined, and recoated, holds, peaks and bunkers chared. The close ceiling removed from tops of tanks of cellular D.B. and tanks tested by water pressure the tank in P & B. space being tested after repairs. Examination made inside tanks of cell. D.B. The side plating, framing &c. in holds, peaks and bunkers chared, examined, and recoated when necessary. Chain cables ranged hosts & rigging exam'd. Examination made of pumps, doors and watertight doors, decks exam'd. steering gear overhauled and repaired.

Repairs through deterioration — Six floors under boilers part renewed, the upper portion above lower edge of man holes being cut away and the new part attached to the lower

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								stem faired, forecabin plating, 2 hosts re. &c.
Faired or Repaired ...	<u>4</u>							

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways	Ditto ditto at other places	Windlass & Capstan	Boats
Coamings	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Stringers, Clamps & Shelves	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained <u>by exam</u>
Low'r Dk. Beams & Fastenings	Balting (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed <u>no</u>)
Plating	Ceiling	Dblng. Plates under Sounding Pipes	Sails <u>Good</u>
Planing	Cement or Asphalt (State which.)	Engine Room Skylights	Equipment letter <u>21</u>
Rivets on Trussels	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of <u>3 B-18-215</u>
Breasthooks & Stems	Caulking of Bot'm, D'k, & Wat'rw'ys.	Scuppers	Cables (State if now ranged) <u>yes</u>
Transoms, Pointers, & Crutches	Copper on V.M. (State if on Felt.)	Cargo & Main H'tch'w'ys	" length <u>270</u> size <u>1 1/16</u>
	When put on, Month <u> </u> Year <u> </u>		" Rule length <u>240</u> size <u>1 1/16</u>
			(per Table 22)
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in a good and efficient condition and in our opinion eligible to remain so classed and have record of survey 9.97 and notation of S.S. 2-97.

Office Fee (if chargeable) per Scale II., Sec. 27£
Survey Fee (per Section 29)£ 105 "8"
Special Damage or Repair Fee (if any) (per Sec. 29.)£
Travelling Expenses (if chargeable)£
Second Surveyor's Fee (if any)£

Fees applied for, 5/3/94
Received by me, 19.3.97

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned 100A
100A
2.97
2-97

FRI, MAR 12 1897

No. 2 sh

© 2019 Lloyd's Register Foundation

WED. THUR. 11 1897

Port of Glasgow

Continuation of Report No. 13043 dated 1st March 1894 on the

Steel Screw Steamer "Avalon"

lower, six double reverse frames on top of these floors renewed, the margin plate of tank renewed in way of boilers and tank top plating doubled between boiler stools with $\frac{5}{16}$ plates two plates of tank top removed to effect repairs to floors ke inside tank and replaced, nine intercostal plates of tank longitudinal on each side of vessel renewed in boiler space, side bunker casings part renewed, saddle back renewed fidley casing repaired, bridge deck plating doubled on Starb^d side of fidley casing.

Repairs through collision — Stem set over to port between the 18ft & 20ft marks now set fair in place two shell plates on each side at stem taken off, faired, and replaced. The forecath head plate on port side taken off, faired, and replaced, on forecath side plate faired in place.

Repairs through heavy weather — Freeing ports in well repaired, one bulwark stanchion on port side riveted, Port life boat and working boat renewed, after wheelhouse top plating set fair and bulb fitted to angle beam of same, several other deck fittings of minor importance made good.

H. B. J. J.

