

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Sept 18th 1894* When handed in at Local Office *Sept 18th 1894* Port of *Glasgow*
No. in Reg. Book *130* Survey held at *Port Glasgow* Date, First Survey *18th May 1894* Last Survey *Sept 12th 1894*
on the *Wood, Iron or Steel* *Scr Str* *Lamington* Master *St. Rose*
TONNAGE: Built at *Port Glasgow* By whom *A. Duncan & Co.* When *1881* YEAR. MONTH.
GROSS *186* Owners *Lamington & Co. 11 Rector Street* Port belonging to *Glasgow*
UNDER DK. *1824* Owners' Address
NET *1208* *if not already recorded in Appendix to Register Book.*
Surveyed Afloat or in Dry Dock? Name of Dock *Blackwood & Gordon* Destined Voyage *Hutchinson (Load)*

WB= DBa tons; f tons; uE&B tons; Cell DB tons;
FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys	Years Assigned	Machinery and Boiler Surveys (including date of N.J., if any).
<i>100A.1</i>		<i>L.M.C.</i>
<i>A.1.1</i>		<i>7-89</i>
<i>S.S. Lin 12-89</i>		<i>B.S. 12.91</i>
<i>2nd Survey 1-89</i>		

Last Survey, No. *1064* Port *W/K*

(Periodical Surveys, when held, must be reported in detail and serialim 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 *British* painted on Ship and now verified *Corporate*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *(1) S.S. 3 and 3rd Survey (2) on 4th of Damage*
alleged sustained by grounding. Also alterations etc consequent upon the tripling of the Engines and the renewal of the Boilers of S.S. 3 and 3rd Survey: Vessel placed on Blackwood & Gordon's Slip, and the bottom examined when cleaned; now repaired (see report) & recoated. The Engines and Boilers removed and the tank etc below opened up for examination. All bunker ceiling removed and the bunkers with the remainder of the machinery space examined, now sealed and recoated. The holds cleared, all close ceiling and sparring removed and the iron surfaces sealed and recoated. The peaks examined, cleaned and recoated.
All the double bottom tanks tested under the required pressure examined internally and recoated as required.
The mast, spars, and equipment examined, now in good order. The mast wedging removed, the cables ranged and the hand pumps, slides

SUMMARY OF DAMAGE REPAIRS: — *2* Plates, Fair or Repaired; *6* Frames, ditto. *7* Plates, Renewed; — Frames, ditto. Other Repairs *Rudder etc.*

PRESENT CONDITION OF THE		Good		Good	
Decks	<i>Good (New sheathes with wood)</i>	Transoms, Decks, & Crutches	<i>Good</i>	Copper, or Y.M. (State if on Felt.)	<i>Good</i>
Waterways	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>	When put on, Month	<i>Good</i>
Coamings	<i>Good</i>	Discs ditto at other places	<i>Good</i>	Rudder	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Keelsons	<i>Good</i>	Windlass & Capstan	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Clamps, Shells & Stringers	<i>Good</i>	Pumps	<i>Good</i>
Plating	<i>Good</i>	Salting (State if examined.)	<i>Good</i>	Engine Room Skylights	<i>Good</i>
Planking	<i>Good</i>	Ceiling	<i>Good</i>	Coal Bunker, Open'gs, Lids, &c.	<i>Good</i>
Freemasts or Rivets	<i>Good</i>	Cement or Asphalt (State which.)	<i>Good</i>	Scuppers	<i>Good</i>
Breasthooks & Stemson	<i>Good</i>	Tanks (State if now tested.)	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>
		Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>		

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 now in a good and efficient condition eligible in our opinion to remain as classed and to have record of survey 9,94 with the notation S.S. Pt Bl. No. 3, 9-94, 3rd Survey. P. Bl. 9,94 and deck Pt W.S. (see body of report).

Office Fee (if chargeable) per Scale II., Sec. 27 £
Survey Fee (per Section 28) £ *9 0 0*
Special Damage or Repair Fee (if any) (per Sec. 28.) £ *3 3 0*
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for, *15th Sept 1894*

Received by me, *A. G. Mosh*

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

*Is Certificate now required?

Committee's Minute

Character assigned

FRIDAY 21 SEP 1894

No. 3, 1894

100A.1.1
+ L.M.C. 9,94
+ W.B. 9,94

W.B. 9,94

No. 3-9,94

3rd Survey 9,94

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Lloyd's Register

S.S. "Lamington"

shafts etc tested, and found in working order

The shell plating was not drilled to ascertain its thickness as no appreciable diminution of the material was apparent. The plating of the erections in good condition in way of the side lights.

As approved by the Committee and advised the Glasgow Surveyors on 3/4/94, the deck has now been sheathed between the forecastle and the front of bridge, and from the after end of bridge to the stern with Pitch Pine 4" in thickness and 12" margin planks. Before sheathing, the riveting was overhauled and put in good order, the oxidation removed from the plating which was well coated, and the gutterways tested.

Repairs to the tank etc under Engines & Boilers effected as follows: Twelve tank top plates renewed, viz, 2 of middle line strake 10/16; two of each of the strakes adjacent to m.l strake 10/16; and three plates in each of the strakes next to these 8/16; all of iron.

Floors. Five on each side renewed from m.l to No 3 intercostal girder, one on each side doubled on the upper half, and a number of halfribs riveted in way of man holes.

Frames. Four entirely renewed from margin plate to margin plate; 11 others on each side partly renewed or stiffened with a plate 6" broad riveted to vertical flange.

Reverse Frames. Five on each side renewed from m.l to No 3 intercostal girder, and 10 others each side from m.l to No 2 girder, & thence to margin plate. Also 5 from m.l to No 2 intercostal

Intercostals In way of Boilers.

No 1 renewed each side for 9 frame spaces, No 2 for 11 spaces and the lower half of No 3 for four frame spaces.

In way of Engines. Nos 1, 2 & 3 intercostals on each side renewed on the lower half for 10 spaces

Seven plate brackets fitted each side connecting centre girder frame and reverse frame.

Other repairs. The bunker arrangements modified, a new stool built & one repaired; 14 plates of bunker bulkhead renewed 6 stays on each side renewed and 2 lengthened. Bulkhead stiffeners repaired. Screen bulkhead between E & B spaces shifted and 6 plates renewed. Two stools for main boiler, and seating for donkey boiler renewed. S. Bunker, 2 frames & 1 reverse repaired.

Funnel casing and two bridge tie plates renewed and the coamings of the after hatchway of lower deck partly renewed. The funnel plating and thrust stool repaired.

S/S Lamington

About 140 hold and lower deck pillars removed and faired (principally in way of the hatches) and 44 repaired.

The close and spar ceiling in bunks renewed where necessary; the tunnel cladding, about 1200 ft of bridge deck, and nearly the whole of upper deck hatches renewed.

Three hammers renewed viz, 90 fms each of 14" 3 1/2" & 2 1/2" galvanized steel wire. Makers Dixon, Corbett & B.C. Newall.

Damage repairs on account of grounding in River Plate at Monte Video on 8th June 1894, see accompanying damage report.

Five garboard plates, viz. 1, 3, 4 on P side, and 3 and 4 on Starboard side; and one plate in B and 1 in C Strake in way of C to B space, with two lengths of keel slab renewed. Also 1 plate in C and 1 in D Strake removed & faired.

When forward ballast tanks were cleared for examination 7 floor plates in way of indented plating found fractured were doubled between the two middle intercostals.

Six frames in way faired in place, and the cement made good.

Two lengths of angle of lower intercostal stringers in bunker-Side renewed.

The rudder lifted, 1 pintle renewed, the bushes made good, two doubling plates fitted to rudder plating, and some rivets renewed. The bottom cleaned and recoated.

S. A. T. Nash.

Thos. Phillips