

WED 3 FEB 1895

(Received at London Office

18

No.

11189

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Feb 5<sup>th</sup> 1895 When handed in at Local Office Feb 5<sup>th</sup> 1895 Port of Greenock  
No. in Reg. Book 264 Survey held at Port Glasgow Date, First Survey Nov. 22/94 Last Survey Feb 5<sup>th</sup> 1895

264 on the Wood, Iron or Steel Neptune ex James Watt Master J. Valli

TONNAGE:— Built at Port Glasgow By whom W Duncan & Co When 1881 - 2 - 2

GROSS 160.3 Owners Neptune Societe Maritime Port belonging to Rouen

UNDER DK. 147.0 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 99.9 Surveyed Afloat and in Dry Dock? Yes Name of Dock Port Glasgow Dock Destined Voyage Rouen

W.B.=D.Ba tons; f tons; uE&B tons; Cell D.B. tons; }  
F.P.T. tons; A.P.T. tons; M.T. 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.

Last Survey, No. 11070 Port JK

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs 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 placement 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 after, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No. 3 (Partly held) Survey due 1893-2000

The vessel placed in Dry Dock, the bottom cleaned and recoated; rudder lifted and rebushed.

An examination made in Engine and Boiler Space and repairs effected as noted below in accordance with Secretary's letter of 27/11/94, and the accompanying tracing.

The side bunkers cleared, the close ceiling lifted, and the floorspace etc to height of close ceiling cleaned and recoated; the close ceiling renewed.

All hand steam suction, sluice valves etc put in good order; the hand pumps tested by water and found satisfactory.

With the exception of the above i.e. the examination in Dry Dock, the examination in E&B Space and the lower part of side bunkers, the overhaul of the pumping arrangements, and the testing of hand pumps, the whole of the S.S. No. 3 remains to be done viz;—

SUMMARY OF DAMAGE REPAIRS:— Plates, Fair or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Transoms, Pointers, & Crutches Not seen

Timbers of Frame at the openings Not seen

Keelsons Not seen

Chains, Stays & Stringers Not seen

Setting (State if examined.) Not seen

Ceiling Not seen

Cement or Asphalt (State which.) Not seen

Tanks (State if now tested.) Not seen

Caulking of Bot'm, D'k, & Wat'r'ys Not seen

Copper, or Y.M. (State if on felt.) Not seen

When put on, Month Not seen Year Not seen

Rudder Good

Windlass & Capstan Good

Pumps Good

Engine Room Skylights Good

Coal Bunker, Open'gs, Lids, &c. Good

Scuppers Good

Cargo & Main H'tch'ys Good

Hatches Good

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained From Deck

Sails Good

Equipment letter 20

Anchors, No. of 313 15 2K

Cables (State if now ranged) Not seen

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."

As far as can be seen this vessel is

in a good and efficient condition, eligible in our opinion to remain

as now classed without fresh record of survey until the completion

of the requirements of the S.S. No. 3.

Office Fee (if chargeable) per Scale II, Sec. 27 £

Survey Fee (per Section 25) £ 8 : 16

Special Damage or Repair Fee (if any) (per Sec. 25) £

Travelling Expenses (if chargeable) £ 7 : 4

Second Surveyor's Fee (if any) £

Is Certificate now required? Yes

Committee's Minute

Character assigned Deferred

Fees applied for, £ 2 : 18

Received by me, Thos. Phillips

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

TUES 23 APR 1895

TUES 19 FEB 1895

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Foundation

GRK330-0215



ing, the holds and peates cleared the ceiling removed and an examination made: the side bunkers examined above the close ceiling; the cables ranged, and the mast, spars and equipment examined: the double bottom tanks in holds tested under the required pressure, and examined internally: all the decks examined and the outside plating above W.L. cleaned and painted where required.

Repairs now effected:

In Boiler Room Nine floor plates renewed from the 2<sup>nd</sup> side girder to the middle line on each side of ship with  $\frac{7}{16}$ " steel. The side girders in double bottom renewed over the whole length of the Boiler Room with  $\frac{7}{16}$ " steel plates the one nearest the M.L. being worked intercostally as in original construction, and the other continuously.

The double bottom tank in E+V space is not intended to be used for water ballast in future, and the top which was much wasted in Boiler Room has been renewed as follows, <sup>with steel</sup> viz. with one middle line plate  $36" \times \frac{7}{8}$ , one plate on top of No. 1 girder  $30" \times \frac{7}{8}$ , and one above No. 2 girder  $24" \times \frac{7}{8}$ , all extending about the length of Boiler Room, the strakes of plating next the tank side being left untouched. These plates are connected transversely by tie plates  $12" \times \frac{7}{8}$ .

The reverse frames to new floors fitted  $3 \times 3 \times \frac{7}{16}$ " steel, and the intermediate ones without floor plates renewed with  $4\frac{1}{2} \times 3 \times \frac{7}{16}$ " angles with large brackets at M.L. connecting these new reverse frames and the frames to the centre girders. On Side four short floors fitted between the 2<sup>nd</sup> girder, the tank side.

In Engine Room On each side of ship 7 intercostal plates of the side girder next to the middle line were doubled at the lower part, and a doubling plate fitted to the two floors forming the "well" at the after end of engine room on Side.

The plates of the lower strake of side bunkers bulkhead renewed. In No. a new double boiler recess fitted; the stools to main boilers renewed. The Bridge deck planking lifted for the removal of the Boilers now renewed, and the Boiler casing in way of funnel partly renewed.

In effecting the repairs in Boiler Room one rivet through the solid plate in the line of 1<sup>st</sup> side intercostal on Side was found started and leaking was made good by means of a turned bolt (nut and screw) with efficient wash & grommet when vessel was afloat by admirer. It is intended this bolt shall be replaced with a rivet when vessel is next in dry dock.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



WED. 6 FEB 1895

Port of *Greenock* Continuation of Report No. 11189 dated 5<sup>th</sup> Feb. 1895 on the

*S/s "Neptune"*

We are informed by the Owner (Mr W. Seibold)  
that he intends completing the survey at Bilbao  
not later than April next (See the attached letter)  
The Owner has been advised of the requirements  
for completing this survey.

*S. A. Mearns.*

*Thos. Phillips*