

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 25 MARCH 1896

997

Survey held at London Date, First Survey 10th March Last Survey 16th March 1886
(No. of Visits) From

on the Steel Screw Steamer "BRITISH QUEEN" Master R. Wills
 AGE: 2277 Built at Belfast By whom Harland & Wolff When 1880
3558 Owners British Shipowners' Co. Port belonging to Liverpool

3254 Owner's Address (if not already recorded in Appendix to Register Book.)
 Laid on or in Dry Dock afloat Name of Dock Royal Albert Destined Voyage Boston & Halifax

of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book.

Survey, No. 45905 Port London S.S. No. 185 100 A1
1,26
 Cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. ins.
 on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in fresh water ft. ins.
 matters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE Condition & Freeboard

This vessel has been examined afloat in the Royal Albert docks.

The after turtle-back had been stove in over the steering apparatus during the outward voyage, it having also been stove in, in a like manner, and repaired a few months previous. The top plating was found to be badly bent and broken down, together with four beams, and the five cant beams at the stern; and the plating of the fore-and-aft bulkhead at each side buckled in way of the damaged beams.

The bent and broken plates have now been replaced by new 5/16 (bare) thick, the three aftermost beams replaced by double angle beams 6 x 3 x 3/16, the fourth beam made fair and refitted, the five cant beams renewed with angles 5 x 3 x 3/16, the buckled plates in the fore-and-aft bulkheads straightened, and T bars 5 x 3 x 3/16 attached to the bulkheads under each beam, and connected with the

CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
End	<u>Good</u>	<u>Good</u>	<u>7</u>
Fastenings	<u>Good</u>	<u>Good</u>	<u>Good</u>
Plating & Fastenings	<u>Good</u>	<u>Good</u>	<u>Good</u>
Transoms, Pointers, & Crutches	<u>Good</u>	<u>Good</u>	<u>Good</u>
Timbers of Frame at the openings	<u>Good</u>	<u>Good</u>	<u>Good</u>
Ditto ditto at other places	<u>Good</u>	<u>Good</u>	<u>Good</u>
Keelsons	<u>Good</u>	<u>Good</u>	<u>Good</u>
Clamps & Shelves	<u>Good</u>	<u>Good</u>	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	<u>Good</u>	<u>Good</u>
Scuppers	<u>Good</u>	<u>Good</u>	<u>Good</u>
Cargo & Main Hatchways	<u>Good</u>	<u>Good</u>	<u>Good</u>
Hatches	<u>Good</u>	<u>Good</u>	<u>Good</u>

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

The vessel is now in a sound and efficient condition, and eligible in my opinion to remain as classed.

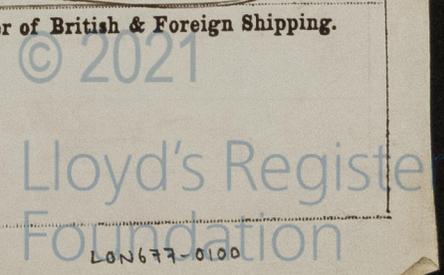
Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Fee (per Section 28)	£	:	:
Damage Fee (if any) (per Sec. 28)	£	:	:
Stamp (if required) to be sent as per margin	£	:	:
Printing Expenses (if chargeable)	£	:	:
Surveyor's Fee (if any)	£	:	:

received by me, 188

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

FRIDAY 26 MARCH 1896

Committee's Minute
 Character assigned 100 A1 as repaired



latter by knee plate.

The freeboard assigned by the Committee, viz. - 7' 11" in winter, 7' 6" in summer, and 5' 2" less in fresh water, has now been correctly marked on the vessel.

Chas. H. Jordan



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