

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

23 APRIL 1888

No. 282 Date of Writing Report 1888 Port of London  
Survey held at London Date, First Survey 4<sup>th</sup> Jan<sup>y</sup> Last Survey 17<sup>th</sup> April 1888  
(No. of Visits 1) Master J. Fife  
g. Book. 282 on the Iron Steamer "Azalea" By whom W. S. B. Co. (Lim.) When 1886 1<sup>st</sup>  
TONNAGE:— Built at Sunderland Owners' Address C. F. Leach. Port belonging to London.  
NET 314 Owners' Address (if not already recorded in Appendix to Register Book.)  
GROSS 503  
UNDER DK. 388  
If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Horseferry Destined Voyage Ghent.  
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.  
(if these particulars are not yet recorded in the Register Book.)  
Classed 100A.1.  
Last Survey, No. 47245 Port London  
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repairs.

Repair of damage which in the opinion of the Master was caused by the scour at Mark Brown's Wharf. The vessel placed in dry dock & hung. Two lengths of the keel taken out, straightened & replaced. The keel rivets renewed fore & aft. On the port side 6 plates of the garboard or (A) strake, 4 of (B) strake & 4 of (C) strake removed, paired and refitted; one plate of (B) strake renewed; 4 butt straps of (D) strake re-riveted. On the starboard side 5 plates of the garboard or (A) strake removed, paired & refitted, also one other plate of (A) strake in way of keel scarp removed & re-riveted. 5 plates of (B) strake & 4 of (C) strake removed, paired & refitted; one plate of (B) strake renewed; 4 butt straps of (D) strake re-riveted. The lower edges of garboard strakes recaulked. 24 floor plates renewed from side to side; 6 floor plates partly renewed viz: from port bilge to 3 feet alternately each side of the middle line. 18 frames renewed from keel to deck & one frame repaired by a bosom angle iron — on the port side. On the starboard side 3 frames repaired by bosom angle irons. 24 reverse frames on the port side entirely renewed. 2<sup>other</sup> reverse frames renewed from the middle line to about 3 ft. below deck (viz: entirely renewed) & 2 reverse frames renewed from the middle line to upper turn of bilge. The middle line keelson plates, angle irons & rider plate unriveted the greater part of the length of the main hold. The longitudinal angle iron on top of floors 4 ft. out from the middle line, also the wash plates there between the floors refitted on both sides of vessel. The hull.

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	good	Treenails or Rivets	good	Rudder	good	Masts, Yards, &c.	good
Comings	good	Breasthooks & Stemson	good	Windlass & Capstan	good	Condition, how ascertained	from Deck
Up'r Dk. Beams & Fastenings	good	Transoms, Painters, & Crutches	not exam <sup>d</sup>	Pumps	good	Sails	good
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings	good	Cement (if Iron Ship)	good	Anchors No. of	2 B. 12. 1K.
Plank sheers	good	Ditto ditto at other places	good	Caulking of Bot'm, D'k, & Wat'rways	good	Cables	see remarks.
Sheerstrakes	good	Keelsons	good	Copper, or Y.M. (State if on Keel) When put on	good	Hawsers & Warps	good
Topsides	good	Clamps & Shelves	good	Scuppers	good	Standing & Running Rigging	good
Wales	good	Coal Bunker, Openings, Lids, &c.	good	Cargo & Main Hatchways	good	Hatches	good
Engine Room Skylights	good						

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

With the exception of the deficiency in the equipment, (as above stated), this vessel is in good & efficient condition.

*Robert Edmund Taylor & Son*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) .....	£	4	4	0
Special on Damage, Fee (if any) (per Sec. 28) .....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	5	:
Travelling Expenses (if chargeable) .....	£	:	:	
Second Surveyor's Fee (if any) .....	£	:	:	

Fees applied for,

25 4 1888

Received by me,

25 4 1888

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

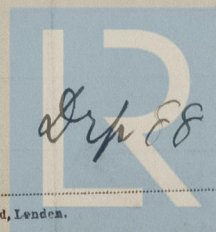
Committee's Minute

Character assigned

Deferred

In to Owners 25/4/88

TUES 24 APRIL 1888 FRIDAY 22 JUNE 1888



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Lloyd's Register Foundation

LN 682 0250

Keelson plate & double angle irons also wash plates there, refitted in main hold & partly in bunkers on both sides of vessel. The double angle iron stringer at upper turn of bulge & the double angle iron stringer about  $3\frac{1}{2}$  ft. below the deck re-riveted to the frames the greater part of the length of main hold on the port side. Some pillars refitted. Nearly the whole of the cement in the main hold renewed; also part new cement in engine space. The close ceiling in the main hold except a few planks forward refitted. Coals removed from the bunkers & ceiling there refitted. The cargo battens on the port side & part on starboard side refitted. The bridge deck recaulked.

Repair of damage stated to have been caused by a barge. On the port side abreast after end of after hatch, one plate of the raised quarter deck side plating renewed & one frame partly doubled.

Repair of damage stated to have been caused by ice. One plate in the third strake below sheers strake next the stem, renewed on each side of bows, one frame & one reverse frame on starboard bow repaired.

On account of stress of weather — one hammer anchor and two lengths of chain cable lost, also one length broken & part of it lost. The Master states that if the same are not recovered in the course of a fortnight, a bower anchor and three lengths of chain will be ordered for the vessel; and that if recovered, one length of chain will be supplied in place of the broken length.

J. St. Truscott.