

REPORT of SURVEY for REPAIRS, &c.

No. 50915 Date of Writing Report July 19th 1890 Port of London
 Survey held at London Date, First Survey April 3rd 1890 Last Survey July 8th 1890
 Reg. Book. 367 on the Iron Screw Steamer: "LLOYDS" Master Wm. Hall
 (No. of Visits 27) YEAR. MONTH.

TONNAGE:— NET 564 GROSS 883 UNDER DE. 799
 Built at Newcastle By whom Calmer & Co. (Lond.) When 1869 - 5
 Owners Mr. Harris & Son Port belonging to London
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Name of Dock W. Ind. & Union Destined Voyage The Line
 Length 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.)

Last Survey, No. 50953 Port Lon SS 5-89 L.M.C. 10-86 Classed
 (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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)
 Society's Freeboard (if assigned) in Summer 3 ft. 3 ins. in Winter 3 ft. 5 ins.
 as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Special Survey (3rd) No. 3.
 This vessel which is reported to have collided with the S.S. "Gulf of Papua", in consequence of which she had to be subsequently beached in a sinking condition, April 3rd 1890, was placed in the South W. India Dry Dock for examination and afterwards in Mr. Fletcher & Co's Dry Dock when the following repairs, consequent upon the damage sustained and principally on port side, were executed:

Six plates of shell and timbers, nearly the whole of the Bulwark plate and the through frame forming stanchions to same, from the after side of the Forecastle to the front of the Break, found broken and destroyed, were cut out and removed and a number of the shell plates including the top edge of the main sheer strake, found indented, were either taken out, straightened and put back or forced in place — 51 Stated butts of shell, also the landing edge

PRESENT CONDITION OF THE	Good	Plates (Bottom) & Counter	Good	Ceiling (new)	Good	Boats	Good
Decks	Good	Transverse Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	Good	Breasthooks & Stanchions	Good	Windlass & Capstan	Good	Condition, how ascertained	Adapt
Comings	Good	Transoms, Reisters, & Crutches	Good	Pumps	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (if Iron Ship)	Good	Anchors No. of	3 B, 1 S, 2 Th.
Low'r Dk. Beams & Fastenings	Good	Other ditto at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables	Complete & Good
Plankbeams	Good	Keelsons	Good	Copper or P.M. (Summ. or Iron)	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Clamps & Shells	Good	Nickelplating	Good	Standing & Running Rigging	Good
Topedges	Good		Good		Good		Good
Wales	Good		Good		Good		Good
Fore Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
	Good		Good		Good	Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and, all necessary repairs having been executed and the whole of the requirements of the Rules for the Special Survey (3rd) No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed & to have the notation "S.S. LON. No 3-7-90 A 1 7-90" recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 3 : 0 : 0
 Office Fee (if chargeable) per Scale II., Sec. 27... £ - : - : -
 Survey Fee (per Section 28) ... £ 7 : 0 : 0
 Special or Damage Fee (if any) (per Sec. 28) ... £ 12 : 12 : 0
 *Certificate (if required) to be sent as per margin £ - : 5 : 0
 Travelling Expenses (if chargeable) ... £ - : - : -
 Second Surveyors Fee (if any) ... £ - : 10 : 0

Committee's Minute
 Character assigned A 1
24/90
24/90
 FRI 25 JULY 1890
 SS No 3-7-90
 Surveyor to Lloyd's Register of British & Foreign Shipping.
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 LON640-0197-1/2

of H. Strake, on port side about amidships were overhauled, re-riveted and caulked; the Rudder was lifted for the examination of the joints and the Bottom which was found scrubbed; and covered in place, was cleaned and re-coated.

The Boiler Room B.H., found badly damaged was part renewed and repaired; 2 framed and 1 corr. frame; 2 main and one Lower H. Strake plate, including gusset knees, gunwale and intercostal bars, on port side adjoining same, were cut out, renewed and repaired as required and the Bulkhead and connections at that part were made good & watertight.

The whole of the ceiling was lifted; Ballast Tanks opened out; ^{and tested as per spec.} Bulkheads and Bilges cleared and the vessel, throughout, scraped and re-coated. The ceiling, a very large proportion of which had to be renewed, was otherwise put back as before and the wooden hatches most of which were found either split or missing, were replaced by new. All pumps, sluices, suction and sounding pipes were overhauled and repaired as required.

On Deck: The pitch pine waterway plank (12" x 9") both on main and Rd. 2^d Deck was found damaged and broken; the main, also the Life gallant Rail & Berthing, oak stanchions on 2^d Deck, weather boards, Midship Bridge House & Side Houses, Light Screens & Stanchions, Flying Bridge, one life Boat and fittings, also a number of the raised 2^d H. planks, all of which were found split and destroyed were renewed with the exception of the main Deck waterway which was dispensed with.

The Standing Rigging, found strained and broken in places, was lifted for examination and renewed where damaged. The Caboon and cabins aft, also the Side Houses and officers' Berths under Midship Bridge found damage both by collision and by water and dirt at the time the vessel was submerged, were taken down, repaired as far as practicable or otherwise renewed and re-fitted as before, and a new 3" steel wire hawser was supplied in lieu of one found broken, as alleged, in attempting to float the vessel.

Other minor repairs, for which see Damage Survey Report dated July 18th 1890 were also executed and the vessel was put, throughout, in good & efficient condition.

In connection with the Special Survey (S^d) No. 3 and exclusively of the foregoing Repairs:

The Raised Quarters were renewed with 3 1/2" pine; the Standing Rigging, also a portion of the Running Rigging, other than that found damaged were also renewed. The masts & Shrouds were

examined aloft; the Fore and Main masts, found defective were renewed and the Mizzen mast was also taken out and reduced in length to correspond with the other two which are now Pole masts.

The Shell was drilled in three vertical sections, on each side as per Rule, for the purpose of ascertaining the actual thickness of the plating which was, however, found without any appreciable deterioration; the figures being as follows:

	AFT.		MIDSHIP		FORWARD	
	In Ship	Rule	In Ship	Rule	In Ship	Rule
Deck	10/16	10/16	11/16	11/16	10/16	10/16
St.	10/16	10/16	10/16	10/16	10/16	10/16
Ridge	9/16	9/16	9/16 - 10/16	9/16 - 10/16	9/16 - 8/16	9/16
Sides	8/16 & 7/16	7/16	8/16	8/16	8/16 - 7/16	7/16
Sheer	9/16	9/16	10/16	10/16	9/16	9/16

The Fore and After Seats, also the Chain Lockers were cleared out, sealed as required and re-coated; the Holds and W. B. Tanks were also sealed as required; Some of the pt. cement in the flat of the bottom which was found worn in several places, was renewed with portland Cement; the Anchors, also the Chain cables, viz: 270 fath of 1 7/16 were coiled and found complete & in good order; the Rudder pinches were re-bushed; the Sails, Ropes &c. were also examined and renewed as required and the vessel, throughout, was put in a thoroughly efficient condition.

The following Alterations were also made:
The wooden main deck and waterway planks, from the after side of the Forecastle to the fore side of the R. & S. Dk. were lifted and replaced by an iron deck 9/16" thick from the Hatchways crammings to the stringer plates reduced to 9/16" at the middle line. The size of the Hatchways were increased to suit arrangements for "Self-Trimming" desired by owners and are now as follows: Fore Hatch 18'0" x 14'0"; Main: 26'0" x 14'0" & after Hatchway: 28'0" x 14'0". The crammings &c. were proportionately stiffened by heavy angle irons and supported by deep webs in accordance with the Rules, and 3 web frames 15" x 3/8" with face angles 3" x 3" x 3/8" were fitted on each side in the way of both the main & the after Hatchways from the upper deck to the tank side.

A number of the Lower Dk. Beams were also cut out and in lieu of these the Lower Dk. Stringers were fitted with double angles 4" x 4" x 8/16" and a face plate 9" x 9/16" on inner edge, the remaining beams being fitted with gusset to take in two frame spaces at outer ends as per Rules.

Henri Wilkinson
19.7.90
G. Stanbury