

REPORT of SURVEY for REPAIRS, &c.

51063

No. *249* Date of Writing Report *27 August 1890* Port of *London*
 No. in Reg. Book. *Survey held at London* Date, First Survey *14 August 1890* Last Survey *15 August 1890*
on the Steel Screw Steamer "Kolpino". Master *J. Rice* *25-09*
 (No. of Visits *2*) YEAR. MONTH.

TONNAGE: NET *1518* Built at *Newcastle* By whom *P. Stephenson & Co (Lim)* When *1889* *2nd*
 GROSS *2307* Owners *T. Wilson, Sons & Co* Port belonging to *Hull*
 UNDER DE. *2106* Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *Millwall Docks* Destined Voyage *Newport*
 Length of Poop ft.: of Forecastle ft.: of Raised Gr. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *1881* Port *Ant* *£2 M.C. 7.89* Classed *100A.1*
 (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) as painted on Ship } in Summer ft. *5.90* ins.
 of any letters respecting this case.) in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Partial examination of damage.*

It appears from report of survey held in dry dock at Antwerp in May/90 - that there is an indentation in the side plating on the starboard side in way of the side bunker and engine store room - said to have been sustained while entering the Antwerp docks. The after bulkhead of starboard coal bunker was slightly bent, wood work in engine store room started, side stringer plate between after end of coal bunker and engine room bulkhead somewhat buckled. The Surveyor recommended that the same be made good at the first convenient opportunity. Examined the vessel afloat in the Millwall Docks and found that the wood work in engine store room had been made good. The starboard bunker was partly filled with coals - saw however that the lower stringer plate in this bunker was somewhat buckled & recommended to the Master that it be made good at the first convenient opportunity. On account of the coals, however, only a partial examination could be made, but it was stated that this bunker will be empty at Newport where it can be examined. The vessel has started for Newport, and the Surveyor

PRESENT CONDITION OF THE			
Decks	<i>good</i>	Planks (Bottom) & Counter	<i>good</i>
Waterways	<i>22</i>	Tronatics or Rivets	<i>22</i>
Comings	<i>22</i>	Breasthooks and Stems	<i>not exam</i>
Up'r Dk. Beams & Fastenings	<i>not exam</i>	Transoms, Bolsters, & Crutches	<i>22</i>
Low'r Dk. Beams & Fastenings	<i>22</i>	Timbers of Framing at the opening	<i>22</i>
Planksheers	<i>good</i>	Deck ditto at other places	<i>22</i>
Sheerstrakes	<i>22</i>	Keelsons	<i>22</i>
Topsides	<i>22</i>	Stumps & Struts	
Wales	<i>22</i>		
Engine Room Skylights	<i>22</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>
		Scuppers	<i>good</i>
		Cargo & Main Hatchways	<i>good</i>
		Hatches	<i>22</i>

General Observations, Opinion as to Class, Recommendation, &c.:
 The starboard coal bunker should be examined at Newport, where the bunker it is stated will be empty. This vessel as far as seen appears to be eligible to remain as classed - no record of survey to be made. As above stated recommended to the Master that one plate of the lower stringer in starboard bunker, found to be somewhat buckled, be made good at the first convenient opportunity.

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

Fees applied for, 15
 Received by me, 15

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

Committee's Minute *TUES 2 SEPT 1890* *FRI 5 SEPT 1890*
 Character assigned *Deferred for further survey*
 Lloyd's Register Foundation
 LON 690 - 0376

State if a Report is made at or on the Machinery of the Ship

* Certificate to be sent to

Insert Character precisely as in Register Book.

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there has been informed accordingly, mentioned also that the freeboard should be examined - noticed that the winter marks are not painted on the starboard side & as far as could be seen, appeared to be too high on the port side.

J. H. Truscott.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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