

REPORT of SURVEY for REPAIRS, &c.

51125

No. 169 Date of Writing Report 13th Sept^r 1890 Port of London Received in London Office, SAT 13 SEPT 1890

No. in Survey held at London Date, First Survey 3rd June Last Survey 12th Sept^r 1890
Reg. Book. (No. of Visits 30)

169. on the Iron Screw Steamer "Teviot." Master
Built at Sunderland By whom J. Laing
Owners C. M. Norwood & Co. Port belonging to London.

TONNAGE:—
NET 1349
GROSS 2057
UNDER DEK. 1886
Owners' Address
(if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock & Dry Dock Name of Dock Blackwall Point. Destined Voyage
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. 164 Port Cpl
Classed L.S. No. 103-10, 85. L.S. No. 101-88. A. 1. 1st in ret 2, 90
Fourth Survey L.S. No. 88.
(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. as painted on Ship in Winter ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Permanent repairs of damage.

It appears from Constantinople report dated April/90, that in consequence of damage the stem was permanently renewed, and that the plating outside from the keel to the hawse pipes, some of the frames and parts of the stringers were temporarily repaired. Permanent repairs as follows have now been effected viz: on the port bow, one plate of the 1st, 2nd & 3rd strakes below sheerstrake, two plates of the fourth strake, one plate of the 5th, 6th, 7th, 8th, 9th, 10th & 11th strakes below sheerstrake and two plates of the garboard strake renewed. On the starboard bow the following renewed viz: one plate of the 1st, 2nd & 3rd strakes below sheerstrake, two plates of the 4th strake, one plate of the 5th & 6th strakes, two plates of the 7th strake, one plate of the 8th, 9th, 10th & 11th strakes below sheerstrake - and one plate of the garboard strake.

On the starboard bow Nos 1 & 2 frames renewed from about the height of the hawse pipe down to the stem; No 3 frame renewed from the forecastle deck down to the stem in two lengths; No 4 frame renewed from below the double angle iron stringer at upper turn of bilge down to the stem; No 5 frame renewed from below the double angle iron

PRESENT CONDITION OF THE		Plating		Boats	
Decks	good	Planks (Bottom) & Counter	good	Boats	good
Waterways	Do	Transoms or Rivets	Do	Masts, Yards, &c.	Do
Comings	Do	Breasthooks & Stemson	Do	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	Do	Transoms, Portmasts, & Crutches	not exam ^d	Sails	not exam ^d
Low'r Dk. Beams & Fastenings	Do	Diabers of Framing at the openings	good	Anchors	No. of 3 B. 1 S. 2 K
Plank sheers	Do	Ditto ditto at other places	Do	Cables	Complete - ranged
Sheerstrakes	Do	Keelsons	Do	Hawsers & Warps	good
Topside	Do	Stamps & Shells	Do	Standing & Running Rigging	Do
Wales	Do	Engine Room Skylights	Do	Hatches	Do
Coal Bunker, Openings, Lids, &c.	Do	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and to have record of survey "9, 90." The fresh water marks of freeboard require to be painted on vessel's sides.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	13/9 1890
Survey Fee (per Section 28)	£	5	0	Received by me,
Special on Damage, Fee (if any) per Sec. 28)	£	:	:	15/9 1890
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute TUES 16 SEPT 1890
Character assigned 100A.1
24 Rpt to Sls. A. 1. 1
1577/92
TUES. 23 AUG 1892
Surveyor to Lloyd's Register of British & Foreign Shipping.
J. H. Truscott.

LLOYD'S REGISTER FOUNDATION
LON690-0463

springer at lower turn of bilge down to the stem. On the port bow No 1 frame renewed from the hawse pipe down to the stem; Nos 2 & 3 frames renewed from the fore-castle deck down to the stem - each in two-lengths; No 4 frame renewed from below the double angle iron stringer at upper turn of bilge down to the stem.

On each bow, three reverse frames renewed & one partly renewed. Five floor plates renewed. The bottom re-cemented in way of the new work. On the starboard bow one plate of the tween deck stringer & one length of angle iron against reverse frames renewed. On the starboard bow two plates of the orlop stringer renewed - and one plate of this stringer renewed on port-bow - a length of angle iron against reverse frames renewed on each side. A new knee fitted to the foremost orlop beam; the bulb iron of the 2nd orlop beam refitted & both angle irons at upper edge & one of the knees renewed. A length of each of the angle irons of the two double angle iron stringers viz: at upper & at lower turn of bilge renewed on each side - and a breasthook plate fitted on each of these stringers. A transverse web plate attached to the foremost frame, extending from the orlop stringer downwards. A breasthook plate worked at the height of hawse pipes. The collision bulkhead stiffened by working a reverse angle iron on the two vertical stiffeners near the middle line. Shute valve frame renewed at collision bulkhead. The lower length of each of the two hawse pipes renewed. The chain cables, chain locker & two fresh water tanks removed & replaced. The wood flat on orlop beams & part of flat on tween deck beams renewed in fore peak. The collision bulkhead tested by filling the fore peak with water to the height of the load line. The bottom examined and repainted. Lumber boards & loose ceiling removed in the holds, also in bunkers, flooring in engine room & lifted and the cement repaired where necessary, some of the close ceiling removed in fore hold.

Other repairs. On account of wear 19 floor plates duckled in the engine & boiler space & fore cross bunker space. Forward of the bridge part of 13 strakes on the starboard side of upper deck & part of 10 strakes on the port side renewed of pitch pine. New chocks fitted under starboard bollard forward. At the upper deck the engine & boiler room casing repaired. Nearly the whole of bridge deck renewed. Four new planks of fore-castle deck worked. On account of wear - a new cable holder fitted to windlass on starboard side.

J. A. Truscott.