

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Oct. 14th 1891* When handed in at Local OfficePort of *London* *15 OCT 1891*No. in
Reg. Book.Survey held at *London*Date, First Survey *Sept. 22nd* Last Survey *Oct. 7th 1891*

(No. of Visits)

Master *Thos. Woodall*

TONNAGE:-

GROSS *734*UNDER DK. *660*NET *441*Built at *Newcastle*By whom *Palmer Bros. & Co.*When *1864-12*

Owners

*J. Fenwick & Son (ltd)*Port belonging to *London*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Union Dry Dock* Destined Voyage *Lyne*

WB=DbA

tons; f

tons; uE&B

tons; CellDB

tons;

FPT

tons; APT

tons; MT

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
since
last
survey.Machinery and Boiler
Surveys
(including date of N.B., if any).* *A.1.**S.S. Lon. 11.3.6.83**S.S. Lon. 11.2.89**7.91*Society's Freeboard (if assigned) as
painted on Ship and now verified*I.M.C. 12.89.**B.S. 3.91.*Last Survey, No. *52134* Port *Lon*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs.*

This vessel has undergone the following repairs in consequence of damage stated to have been sustained through collision with the S.S. "Bazalgetts" of London, in the River Thames on Sep. 19th 1891. -

On Starboard side. - The stern plate in D strake faired in place; the stern plate in E strake taken off, faired and replaced; the stern plates in F, G, H, I, J, & K (sheer) renewed, also the second plate from the stern in K strake renewed; the foremast lower deck stringer faired, the foremast four frames repaired. -

On Port side. - The stern plate in D strake faired in place, the stern plates in E, F, G, H, I, J, & K strakes renewed, also the second plate from the stern in K strake, renewed, the foremast lower deck stringer plate renewed, and the stringer angle renewed as required; the four foremast frames, and two reverse frames

P.T.O.

SUMMARY OF DAMAGE REPAIRS: - *4* Plates, Faired or Repaired; *8* Frames, ditto. *17* Plates, Renewed; *✓* Frames, ditto. Other Repairs

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>✓</i>	Copper, or Y.M. <i>✓</i> (State if on Felt.) When put on, Month <i>✓</i> Year <i>✓</i>	Hatches <i>Good</i>
Waterways <i>✓</i>	Timbers of Frame at the openings <i>Good</i>	Rudder <i>Good</i>	Boats <i>3</i>
Coamings <i>✓</i>	Ditto ditto at other places <i>✓</i>	Windlass & Capstan <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Kee'ls <i>Not seen</i>	Pumps <i>✓</i>	Condition, how ascertained <i>From deck</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Clamps, Shells & Stringers <i>✓</i>	Engine Room Skylights <i>✓</i>	Sails <i>Stated to be good</i>
Plating <i>Good</i>	Salting <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	Anchors No. of <i>3 B. 2 H. 1 S</i>
Planking <i>✓</i>	Ceiling <i>Good</i>	Scuppers <i>✓</i>	Cables, length <i>Not ranged</i>
Greenalls or Rivets <i>Good</i>	Cement or Asphalt <i>Cement</i> (State which.) <i>Not tested</i>	Cargo & Main H'ch'w'ys <i>✓</i>	(State if now ranged <i>✓</i>)
Breasthooks & Stowage <i>✓</i>	Tanks <i>Not tested</i> (State if now tested.) <i>✓</i>	Standing & Running Rigging <i>Good</i>	
	Caulking of Bot'm, D'k, & Wat'r w'ys <i>✓</i>		

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9.91," or "to remain as classed and to have record of survey, 9.91, and the notations of ss No. 1-91 and ptND91, &c."

The above repairs having been efficiently executed & the vessel otherwise appearing in good condition, is eligible in my opinion to remain as classed and to have record of survey 10.91. and Deps. 10.91

Office Fee (if chargeable) per scale II, Sec. 27	£	Fees applied for,
Survey Fee (per Section 28)	£	<i>14/10/18.91</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ <i>5-5-</i>	Received by me,
Travelling Expenses (if chargeable)	£	<i>15/10/18.91</i>
Second Surveyor's Fee (if any)	£	

*Is Certificate now required?

Committee's Minute

Character assigned

FEB 16 OCT 1891

*A1**Dep 91*

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



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partially renewed; the foremost main deck beam, renewed;
the two beam brackets on the second beam, renewed;
the foremost lower deck beam renewed; and the foremost
floor plate renewed; the stem was bent to starboard
from the eight to the fourteen feet draught marks, (a
maximum of $3\frac{1}{2}$ inches) this has now been faired in place
— The whole of the Forecastle fittings, berths, ceiling, and sole
have been renewed, and the ceiling on top of Tank in
the fore hold lifted, the tank top cleaned of mud &c
and the ceiling relaid.

The vessel's bottom outside was examined in Dry Dock
and found in good order, this has now been re-coated.

R. J. J.
14/10/91

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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