

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26. 3. 1892 When handed in at Local Office

Port of London

No. in Survey held at London
Reg. Book.Date, First Survey Jan 30th Last Survey February 1892

465 on the Steamer S.S. "HORNBY GRANGE"

Master A. Chapman

TONNAGE:-

Built at Newcastle

By whom W. J. Richardson & Co.

When 1890

GROSS 3473

Owners Messrs. Shoulders Bros.

Port belonging to London

NET 1882

Owners' Address

NL 1593

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

Survee'd Afloat or in Dry Dock? Both Name of Dock Millwall Dry Dock Destined Voyage River Plate

WB=DBa - tons; u&B - tons; CellDB - tons; FPT - tons; APT - tons; MT - tons.

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

Last Survey, No. 34164 Port Liv

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Repair, consequent upon Stress

of weather, grounding and Collision. (See Damage Survey Sept. dated 25.2.92.)
The stem which was found badly twisted to starboard, between the 5'0" and the 22'0" water-mark was removed, straightened and refitted; 4 broken panels and covered panels renewed and the stem plates, on each side, in the wake of the damage as stated above, cut out, renewed or joined a foot back as required; one floor & one breastwork renewed; started rivetting in vicinity of damage also renewed; the fore peak, which is used as a Grimming Tank, recemented and subsequently tested by water pressure as per Rules.
All Ballast Tanks opened out; broken cement in fore, midships (under boiler) and after Tanks renewed. Insulation cut out in way of all soundings & air pipes to ascertain state

SUMMARY OF DAMAGE REPAIRS: 8 Plates, Fair'd or Repaired; 0 Frames, ditto. 12 Plates, Renewed; 4 Frames, ditto. Other Repairs Deck work & fittings

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Good	Hatches	Good
Waterways	Good	Timbers of Frame at the openings	Good	(State if on Felt.)	Good	Boats	Good
Coamings	Good	Ditto ditto at other places	Good	When put on, Month	Good	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Good	Condition, how ascertained	Good
Low'r Dk. Beams & Fastenings	Good	Clamps, Shells & Stringers	Good	Windlass & Capstan	Good	Sails	Good
Plating	Good	Salting	Good	Pumps	Good	Anchors No. of	3 B. 15. 2 H.
Planking	Good	Ceiling	Good	Engine Room Skylights	Good	Cables, length	270 size 1 7/8
Transoms or Rivets	Good	Cement (State which.)	Good	Coal Bunker, Open'gs, Lids, &c.	Good	(State if not ranged)	Good
Breasthooks & Stemson	Good	Tanks (State if now tested.)	Good	Souppers	Good	Hawsers & Warps	Good
		Caulking of Bot'm, D'k, & Wat'rwys.	Good	Cargo & Main H'tch'wys.	Good	Standing & Running Rigging	Good

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."

This vessel is now, as far as can be seen, in good and efficient condition and it would respectfully submit that she appears eligible to remain as classed with fresh date of Survey 2.92 recorded in the Register Book.

Office Fee (if chargeable) per Scale II., Sec. 27	£ - : -	Fees applied for,
Survey Fee (per Section 28)	£ - : -	22/21 1892
Special Damage or Repair Fee (if any) (per Sec. 28.) charged in Dam. Survey Sept.	£ 6 : 6	Received by me,
Travelling Expenses (if chargeable)	£ - : -	23.2 1892
Second Surveyor's Fee (if any)	£ - : -	1/3/92

*Is Certificate now required?

Committee's Minute

TUES. 1 MAR 1892

Character assigned

100A1

pt. Along dk with freeboard

dam

25/92

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



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Lloyd's Register Foundation

LON645-0281

Is a Report also sent now on the Machinery of the Ship? If not, state whether and when one will be sent?

* Certificate to be sent to

Form No. 2 for Repairs. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B. - All alterations in the existing records should be underlined

52755 Lon

of connections to Lanth tips. Insulation also cut out on
port side abaft fore mast to renew some shell rivets which
were found started. Three shell plates on starboard side
abreast fore hatchway and two bulwark plates at
the after side of the midship Bridge House, found indented
were joined. The Rudder was lifted, the two plates of
same found fractured were renewed, the joints joined &
re-fitted and the vessel outside re-coated from keel to
gunwale.

The Windlass found damaged was overhauled &
repaired; one compressor on starboard side was renewed.
The Sheathing on midship Bridge House, found started was,
in part lifted, additional fastenings were fitted & same
& the Bridge deck was re-caulked. The steering gear,
both amidships and aft, including chains, blocks &c.
were thoroughly overhauled & repaired; a considerable
amount of damage to deck fittings, rails, stanchions
and deck pipes was made good; the sails were
examined, most of them renewed and the others repaired.
Six 6" Manila Ropes were supplied in lieu of those
reported lost and the vessel was otherwise put in
good & efficient condition.

The chain cables were ranged out, re-coated
and put back.

Henri Wiltonson

36.3.92

Warrington