

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *March 14th 1892* When handed in at Local Office *March 14th 92* Port of *London* TUES. 15 MAR 1892

No. in Reg. Book. *101* Survey held at *London* Date, First Survey *Dec 14th 91* Last Survey *March 10 1892*
 on the *S.S. Genobia* (No. of Visits *35*) Master *J. Thompson 89-92*

TONNAGE:— Built at *Whitby* By whom *T. Turnbull & Son* When *1881* MONTH *9*
 GROSS *2069* Owners *Turner Brightman & Co* Port belonging to *London*
 UNDER DK. *1914* Owners' Address
 NET *1349* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *S.D.* Name of Dock *West India* Destined Voyage *Falmouth Newport Buenos Ayres*

W.B.=D.B. tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons.

Last Survey, No. *658* Port *Mad.*

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey, Date of last Survey and of Periodical Surveys.		
<i>+100A/4.91</i>	<i>3</i>	<i>+LMC/4.90</i>
<i>0.0.91.92.90</i>		<i>B.S.4.91</i>
		<i>drp 91</i>

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage also for No 3 Special Survey*
This vessel having grounded on the shoal S. Thome (see Rio de Janeiro Surveyor's rept - No 36) she was placed on the blocks in dry dock & on examination of bottom the under mentioned shell plates were found to be indented in E & B space & in No 2, 3 & 4 holds. They were taken off faired & replaced or renewed as follows.—

Port side		Garboard strake		3 removed viz: 3 faired & replaced 0 renewed	
Total 42 plates		A	12	8	4
out		B	7	6	1
13 renewed		C	10	4	6
		D	8	6	2
		E	2	2	
Star side		Garboard strake		1 removed viz: 0 faired & replaced 1 renewed	
Total 56 plates		A	12	7	5
out		B	14	11	3
13 renewed		C	14	11	3
		D	11	10	1
		E	4	4	0

In addition to these shell plates the following repairs due to damage have been executed.—

SUMMARY OF DAMAGE REPAIRS: *12* Plates, Faired or Repaired: *26* Frames, ditto. *27* Plates, Renewed: *27* Frames, ditto. Other Repairs *6 new 1/2 floor battens 2 repaired*

PRESENT CONDITION OF THE			
Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. (State if on felt.)	Hatches <i>Good</i>
Waterways	Timbers of Frame at the openings	When put on, Month Year	Boats
Coamings	Ditto ditto at other places		Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Rudder <i>Good</i>	Condition, how ascertained <i>by spar masts</i>
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Sails <i>Good</i>
Plating	Salting	Pumps	Anchors No. of <i>30B. 15. 2 1/2</i>
Planking	Ceiling	Engine Room Skylights	Cables, length <i>270</i> size <i>1 1/2</i>
Trunnels or Rivets	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	<i>Rule 270 from 1 1/2 dia changed</i>
Breasthooks & Stemson	Tanks (State if now tested.)	Scuppers	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'r'ys	Cargo & Main H'tch'w'ys	Standing & Running Rigging

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 having been put into thorough repair, she is now in good condition eligible in our opinion to remain as classed & to have record of survey 3-92 & the notation of S.S. Lon No 3-92 in the Reg. Book

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	9	0	<i>25/3 1892</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	10	10	Received by me,
Travelling Expenses (if chargeable)	£	x	10-6	<i>2/4 1892</i>
Second Surveyor's Fee (if any)	£	:	:	

*Is Certificate now required?
 Committee's Minute TUES. 29 MAR 1892
 Character assigned *100A1*

Maurice Nelson
J. H. Truscott
 Surveyor to Lloyd's Register of British & Foreign Shipping.
C. W. Davidson

No 1 hold. Insulation on tank top removed, rivets examined & tested, inside of tank examined & cement-renewed where necessary. —

No 2 hold Insulation removed, tank examined 6 top plates removed, 3 replaced 3 renewed, rivetting tested, cement-renewed, 2 reverse bars renewed on port side. —

Engine & Boiler space 6 frames & reverse bars partly renewed on port side, 6 new $\frac{1}{2}$ floors fitted & 2 repaired. 6 double reverse bars renewed on port side, 2 plates renewed in after engine room bulkhead one on each side of ship, donkey seat-renewed & replaced, 1 plate in Engine seat-renewed. —

Bulkheads of E & B. space 6 plates renewed in side pockets on star side 11 plates renewed in the same on port side, 14 doors taken off & replaced. —

No 3 hold Insulation on tank top removed 10 top plates taken off & replaced, 3 renewed & new port frames & reverse bars fitted on port side, others repaired. 6 tank margin plates renewed 3 on port & 3 on star side, also 26 knee plates & 80 angles renewed 12 of the former re-fitted 14 renewed. 60 angles renewed 20 re-fitted. 1 centre tank girder & 6 side girders re-riveted to floor plates. 8 knees fitted to frames on port side at upper turn of bidge where cracked. 2 division plates on port side removed & replaced. 4 hold stanchions removed in way of tank top & replaced, about 1400 loose or bad rivets renewed in this hold. —

No 4 hold Insulation on tank top removed tank examined about 120 rivets renewed, caulking done, cement-renewed where necessary. —

Shorn frame Bent $1\frac{1}{2}$ " to port side 4 side plates removed, frame fixed & bent into place, plates replaced, these plates are included in the total number mentioned above

Butts Throughout the ship cleaned tested & loose rivets renewed if necessary. Tanks all examined on completion of repairs, cement-found in order, tanks all tested as per rule found satisfactory & insulation on top replaced in all holds. —

Anchor & cables One anchor & 30 fms of cable on ^{star} port side lost on the voyage both have been renewed Anchor marked 15.91.LPH-N-3165-3 ^{weight} $\left\{ \begin{array}{l} A=32-0-2 \\ S=9-0-4 \end{array} \right.$ ^{Rule weight for Power Anchor 22 tons}
19. B & T Reburton 10th Feb 1892. Cable marked 6.15.91.LPH-N-21455-L
59.2.2 B & T. 82.15.0 Reburton 11th Feb 1892 Age $1\frac{1}{16}$ " ^{Rule age = 1 1/16} certificates in order. Cables ranged, these are now complete. —

Equipment Letter S. Size of cable required by rule $1\frac{1}{16}$ " length 270 fms. —

The owners have taken the present opportunity to have the S.S. No 3 completed with & the following has accordingly been done in addition to what has already been stated. viz the remainder of bulkheads & hold cleared & the close ceiling removed, the plates cleared oxidation removed. The outside plating in the bulkhead space has been drilled in a few places on each side & the thicknesses found the same as the original. This vessel is insulated in the holds & pieces have been cut out of the insulation at various places in addition to the parts already mentioned. — The plating, frames, rivets all found in good condition. —

Pieces of lining cut out of side under side lights & the plating all found in good condition. —

The main spar rigging was examined & all other requirements of the rules complied with. Fore upper topmast yard & the fore topgallant yards renewed also the fore & main gaffs & topgaff generally repaired. —

Several planks of the bridge deck renewed on each side, also some planks of the main deck under bridge renewed. — Several plates in coal shoot in side bulkheads renewed where thin.