

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *March 29th 1892* When handed in at Local OfficePort of *London*

WED. 30 MAR 1892

No. in
Reg. Book.

Survey held at

London

Date, First Survey

Feb 15th

Last Survey

March 19th 1892

49.

on the *Iron S.S. "Flaccia"*

(No. of Visits)

13

Master

Stewart

YEAR.

MONTH.

TONNAGE:—

Built at *Port Glasgow*

By whom

*W. Hamilton & Co.*When *1879**2*GROSS *428*Owners *Arnati & Harrison*Port belonging to *London*UNDER DK. *357*

Owners' Address

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

Surveyed *Afloat* or in Dry Dock? *By S.H.* Name of Dock *Nelson Slip*Destined Voyage *Treport*

WB= DBa

tons; f

tons; uE&B

tons; CellDB

tons;

FPT

tons; APT

tons; MT

tons.

Last Survey, No. *51304*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.)

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

CHARACTER.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* For Special Survey.		
Date of last Survey and of Periodical Surveys.		

* <i>A.1.*1.</i>		* <i>N.B. 10.89</i>
2 nd Survey <i>Lon. 12.88.</i>		<i>E.M.C. 10.89</i>
<i>8.90.</i>		

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs & S.S. H. 3. Third survey.*

The following repairs have been effected in consequence of damage alleged to have been caused by the vessel being in collision with the schooner "Welcome" in the River Thames on February 7th 1892.

On Starb. bow. - The stern plate in the Starb. strake faired in place, the stern plate in B. strake renewed; the first & second plates in C. strake renewed; the first & second plates in D. strake renewed; the first, second, & third plates in E. strake renewed; the first plate in F. strake renewed and the second & third, off, faired, & replaced; the stern plate in G. strake faired in place, ten broken frames taken out and renewed; three frames fixed & made fair, five reverse frames renewed; the upper & lower double angle keelsons renewed forward of collision bulkhead, and new breast hooks fitted to same.

On Port bow. The stern plate in the Starb. strake faired in place, -

P.T.O.

SUMMARY OF DAMAGE REPAIRS: — 8 Plates, Faired or Repaired; 3 Frames, ditto. 23 Plates, Renewed; 20 Frames, ditto. Other Repairs *Sundry.* —

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Bonters, & Grates <i>Good</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>✓</i>	Timbers of Frame at the openings <i>✓</i>	(State if on Felt.)	Boats <i>✓</i>
Coamings <i>✓</i>	Ditto ditto at other places <i>✓</i>	When put on, Month <i>Good</i>	Masts, Yards, &c. <i>✓</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Keelsons <i>✓</i>	Rudder <i>Good</i>	Condition, how ascertained <i>aloft</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Clamps, Sholes & Stringers <i>✓</i>	Windlass & Capstan <i>✓</i>	Sails <i>Good</i>
Plating <i>✓</i>	Salting <i>✓</i>	Pumps <i>✓</i>	Anchors No. of <i>3B. 1B. 1R.</i>
Planking <i>✓</i>	Ceiling <i>Good</i>	Engine Room Skylights <i>✓</i>	Cables, length <i>165</i> size <i>1 1/2</i>
Ironails or Rivets <i>Good</i>	Cement or Asphalt (State which.) <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	<i>Rule 165-1 1/2</i> (State if now ranged) <i>yes.</i>
Breasthooks & Stemson <i>✓</i>	Tanks (State if now tested.) <i>✓</i>	Scuppers <i>✓</i>	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D.K. & Wat'rwys <i>Good</i>	Cargo & Main H'tch'wys <i>✓</i>	Standing & Running Rigging <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, and the vessel placed in good condition, the requirements of the rule for ~~SS H. 3~~ having been fully complied with, we are of opinion the vessel is eligible to remain as classed, and to have record ~~SS H. 3~~ 3.92. with date of last survey 3.92.

Office Fee (if chargeable) per Section 11, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	0	2013 1892
Special Damage or Repair Fee (if any) (per Sec. 29.)	£	4	4	Received by me,
Travelling Expenses (if chargeable)	£	7	4	11/4 1892
Second Surveyor's Fee (if any)	£	7	4	
Is Certificate now required?				

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

Committee's Minute

Character assigned

FRI 1 APR 1892

AIXI

dam No. 3.

LMC 3, 92

3rd Survey 3, 92

Drydock Expense M.T.



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Lloyd's Register Foundation

LON695-0418

the stem plate in B stake renewed; the first & second plates in C stake, the first & second in D stake, & the first, second, & third in E stake renewed, and the fourth in E stake faired in place, and a doubling fitted on the inside of same; the first, second & third plates in F stake renewed; and the stem plate in G stake faired in place; - ten broken frames taken out & renewed six reverse frames renewed, the upper & lower double angle keelsons renewed, forward of the collision bulkhead; the Cement made good where disturbed, a quantity of wood ceiling renewed in the fore hold, the collision bulkhead overhauled & re-caulked; the fore peak tank cleaned re-coated and tested under pressure, new transporting clock fitted on Port bow, Iron rails & stanchions on fore-castle faired & re-ficed, Windlass overhauled & repaired & the fore-castle & re-caulked where required. — On Port Quarter - One plate in the Port side in way of Main rigging, renewed & two new side scuttles fitted in same; Iron moulding in way of same renewed, stanchion & rails on poop & re-ficed and re-ficed as required; the rudder unslipped & stopper re-riveted and new lifter fitted under heel; the vessel's bottom cleaned & re-coated. — ^{Third Survey.} Apart from damage the requirements of the rule for ~~SS. 112~~ have been carried out as follows - The bottom examined & found in good order, the holds, peakes & bunkers have been cleared, the whole of the close ceiling lifted, and the floors, frames, reverse frames, keelsons & cement examined, and cleaned, scaled, & re-coated as required. The plating has been drilled in three sections, viz - forward, amidships & aft, the result of the drillings compared with the original scantlings are annexed to this report. The Masts, spars, & general equipment have been examined & put into good order. The Chain Cables have been ranged and found complete and in good condition.

The suction & to the ballast tank amidships have now been disconnected, as it is not intended to make further use of this tank for ballast purposes.

R. J. Johnson.

Particulars of drillings

Starb ^d side black.		Plate sizes			Port side, Red.	
7/16	7/16	19/32	9/16	9/16	Sheer	7/16 7/16
7/16	7/16	7/16	7/16	7/16	1 st below	6/16 6/16
7/16	6/16	3/16	7/16	7/16	2 nd "	6/16 6/16
6/16	6/16	7/16	7/16	8/16	3 rd "	7/16 6/16