

REPORT of SURVEY for REPAIRS, &c.

of writing Report *May 6th 1892* When handed in at Local Office *May 6th 1892* Port of *London* FRI 6 MAY 1892
 in Survey held at *London* Date, First Survey *April 20th* Last Survey *April 29th 1892*
 Book. *S. S. John Grafton* (No. of Visits *6*) Master *J. H. Halsey*

157 on the *S. S. John Grafton* TONNAGE:— Built at *Rewcastle* By whom *Palmers & Co* When *1883* - *11*
 GROSS *592* Owners *S. Clarke & Co* Port belonging to *London*
 UNDER DK. *498*

NET *264* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 Surveyed Afloat or in Dry Dock? *S. S. Name of Dock* *Regents'* Destined Voyage *Coast-*

VB=DBa tons; f tons; uE&B tons; CellDB tons; }
 FPT tons; APT tons; MT tons; }

Last Survey, No. *51990* Port *London*

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, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1. 6.91</i>		<i>+LMC. 5.88</i>
<i>S. S. Lon No 1-88</i>		<i>BS. 6.91</i>

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Damage, also S. S. No 2*

This vessel is said to have struck the ground since October last on several occasions, whilst entering & leaving the port of Shoreham; also to have struck the pier, whilst entering Bournemouth Harbour, & broken the port-bow anchor.

The following examination, & repairs have therefore been done in connection with the damage. — See also damage survey report dated the 5th inst. The vessel placed on the blocks & the bottom examined. It has been cleaned & painted.

Bottom 2 Plates on the starboard side amidstships in way of side hulls renewed: viz: one on C strake & one on D strake. — The rivets in a length of about 26 ft in bottom seam of C strake amidstships

SUMMARY OF DAMAGE REPAIRS: — Plates, Fair'd or Repaired; Frames, ditto. 3 Plates, Renewed; Frames, ditto. Other Repairs *see report*

PRESENT CONDITION OF THE

Good	Transoms, Pointers, & Crutches. Good	Copper, or Y.M. (State if on Felt.) When put on, Month Year	Hatches. Good
Good	Timbers of Frame at the openings. "	Rudder. Good	Boats. "
Good	Ditto ditto at other places. "	Windlass & Capstan. "	Masts, Yards, &c. " by open matter
Good	Keelsons. "	Pumps. "	Condition, how ascertained. " by open matter
Good	Clamps, Shelves & Stringers. "	Engine Room Skylights. "	Sails. Good when run
Good	Salting. "	Coal Bunker, Open'gs, Lids, &c. "	Anchors No. of <i>2 B. 15. 2 B. 12</i>
Good	Ceiling. "	Scuppers. "	Cables, length. <i>195</i> size <i>1 1/2</i>
Good	Cement or Asphalt (State which.) Good. tested	Cargo & Main Hatchways. "	(State if now ranged. <i>Yes</i>)
Good	Tanks (State if not tested.)		Hawsers & Warps. Good
Good	Caulking of Bot'm, D'k, & Wat'r'wys. Good		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 ptnd 91, &c."

This vessel is now in good condition, eligible in my opinion to remain as classed & to have fresh record of survey 5-92 & the notation of S. S. Lon No 2 in the Reg'r Book.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	4	10	<i>6/5/1892</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	2	2	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>10/5/1892</i>
Second Surveyor's Fee (if any)	£	:	:	<i>10/5/1892</i>
*Is Certificate now required?				

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

Committee's Minute TUES. 10 MAY 1892

Character assigned

100A1
+LMC 4.92 *ss. No 2-92*



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Lloyd's Register Foundation

LON696-0094

amidships on star^d side renewed. — Sundry loose rivets in the flat plate for ^d renewed — One outside butt strap fitted on port side for ^d. —

Tanks Sundry loose rivets renewed on the tank top. — About 300 renewed in the fore & after girders, where joined to floors. —

The cement in about 6 bags renewed on the star^d side for ^d.

Anchor A new lower anchor supplied. — Master compared with those on the certificate & found to agree & to be as follows. —

Wood Liverpool & London

Iron stock anchor

Chester 6th August 1881

A = 10-1-7

Rodgers old Plan

S = 2-0-24

Proof chain ^{the} 12-5-2-0 43 1/2 7-10-76-9N-LPH.C-12 BODT

Andrew Luck (P)

In addition to the above, the following has been done to complete the P.B. Pro R. —

The holds & peaks cleared for examination, the timber boards & all ceiling in holds removed, & the cement in the bilges throughout the ship, examined, & found satisfactory. —

The rivets' sides in holds, peaks, engine & boiler space, & bunkers, chipped & examined, then painted. —

The inside of tanks examined, & repaired as mentioned above, the cement renewed where broken, & the tanks cement washed & tested as per rule. —

The windlass examined, & chain cables ranged & found to be 195 fms long & 1 1/8" dia. — *Rule requirements 195 fms 1 3/16" Equipment letter R*

The masts, spars, rigging & general equipment — examined;

The wedges round masts removed for that purpose. —

Result of examination satisfactory. —

Repairs One plate in a strake amidships star^d side renewed. Ceiling over tanks & bilges partly renewed. — Sundry minor repairs done

This completes the Special Survey No 2. —