

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *12th May 1892* When landed in at Local Office *London* Port of *London*
 No. in Survey held at *London* Date, First Survey *12 Feb^y* Last Survey *6th May 1892*
 Reg. Book. *280* on the *Don Soc. Ste. "Rio Tejo" (ex "Basingstoke")* (No. of Visits *29*) Master *Benbridge*

TONNAGE: Built at *Newcastle* By whom *Benbridge* When *1865* *9th*
 GROSS *740* Owners *Compania Thetis* Port belonging to *Oporto*
 UNDER DK. *579* Owners' Address *London Agents - Blagden & Prince 4 Lime Street E.C.*
 NET *560* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *In Dry Dock* Name of Dock *Canal Dry Dock.* Destined Voyage
 W.B=D.Ba tons; f tons; u.E&B tons; CellDB tons; }
 FPT tons; APT tons; MT tons. }

Last Survey, No. *24* Port *Lis*

(Periodical Surveys, when held, must be reported in detail and serialim 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 Completion of S.L. N^o 2*

It appears from report of survey held on this vessel at Antwerp in June/91 that the following is required to be done to complete the S.L. N^o 2 viz: the decks, the engine room, boiler space and coal bunkers to be examined and the floors, frames, girders &c. in these parts to be dealt with. The fore & main masts and main topmast to be made good. Missing deck & hold pillars and 15 fathoms of chain cable to be replaced.

This vessel has now been placed in dry dock and the bottom examined. On the star-board bow two damaged plates of the shell renewed and one faired in place.

On account of deterioration, ten plates of the shell renewed above the bilges, in way of main hold and boiler space. Four pintles of rudder renewed, also some rivets in the rudder & two stops refitted. Some doubling worked on the inside over one garboard plate in boiler space. The boilers removed and renewed, and the engines lifted.

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		REPAIRS, OR EXAMINATION AS PER RULE, FOR	
Decks	<i>good</i>	Transoms, Porters, & Crutches	<i>not exam^d</i>
Waterways	<i>02</i>	Timbers of Frame at the openings	<i>good</i>
Beamings	<i>02</i>	Ditto ditto at other places	<i>02</i>
Upper Dk. Beams & Fastenings	<i>02</i>	Keelsons	<i>02</i>
Lower Dk. Beams & Fastenings	<i>02</i>	Clamps, Shells & Stringers	<i>02</i>
Plating	<i>02</i>	Siding	<i>02</i>
Blanking	<i>02</i>	Ceiling	<i>02</i>
Freemasts or Rivets	<i>02</i>	Cement or Asphalt (State which.)	<i>02</i>
Breasthooks & Stemson	<i>not exam^d</i>	Tanks (State if now tested.)	<i>yes one 02</i>
		Caulking of Bot'm, D'k, & Wat'rwys	<i>02</i>
		Copper, or T.M. (State if on Letter) When put on, Month	Feet
		Rudder	<i>good</i>
		Windlass & Capstan	<i>02</i>
		Pumps	<i>not exam^d</i>
		Engine Room Skylights	<i>good</i>
		Coal Bunker, Open'gs, Lids, &c.	<i>02</i>
		Scuppers	<i>02</i>
		Cargo & Main H'tch'wys	<i>02</i>
		Hatches	<i>good</i>
		Boats	<i>02</i>
		Masts, Yards, &c.	<i>02</i>
		Condition, how ascertained	<i>by examⁿ</i>
		Sails	<i>part seen - good</i>
		Anchors No. of	<i>not exam^d</i>
		Cables, length	<i>240 fms size 1 5/16 to 1 1/16</i>
		(State if now ranged)	<i>yes</i>
		Hawsers & Warps	<i>not exam^d</i>
		Standing & Running Rigging	<i>good</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 pnd91, &c."

With the exception of the 15 fathoms of unfested chain cable above alluded to—this vessel appears to be in good and efficient condition. And when this length of chain has been attended to, she will be eligible in my opinion to be marked "S.L. N^o 2" in the Register Book. Record of survey to be deferred.

Survey Fee (per Section 28)	£	11	: 10	: 0	13 5 18 92
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	:	Received by me, 13 5 18 92
Travelling Expenses (if chargeable)	£	:	:	:	add
Second Surveyor's Fee (if any)	£	0	: 10	: 0	
Is Certificate now required?					

note

L. H. Truscott

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

TUES. 23 AUG 1892

Committee's Minute. Character assigned. No. 2 + NB 92 LMC H. 92
 Deferred for completion Summary
 Surveyor to Lloyd's Register of British & Foreign Shipping. *L. H. Truscott.*
 TUES. 23 AUG 1892
 TUES. 17 MAY 1892
 Lloyd's Register Foundation

On account of deterioration the following now renewed in the boiler space viz: ten entire frames & eleven entire reverse frames; ^{each side} eleven floor plates; the middle line keelson, and two girders on each side on top of floors - also the angle irons at top and bottom of same; twelve intercostal plates at the middle line; two lengths of longitudinal angle irons to bilge stringer on each side; one plate of lower deck stringer on each side & a length of longitudinal angle iron against reverse frames each side, also one length of longitudinal angle iron on inner edge of this stringer on the port side & the bracket knees under this stringer; the spiro-ketting plating on each side; one plate of the main deck stringer on each side and several angle irons connecting the same to the shell; the tie plating of the raised quarter deck in way of boiler space, also part of the raised quarter deck viz: in way of engine and boiler space.

The following refitted in boiler space viz: one length of bulb iron of bilge stringer on each side. A doubling plate 8ft. long worked on raised quarter deck stringer on the starboard side in boiler space - boiler casing above raised quarter deck renewed. Part of screen bulkhead in stoke hold renewed. Two new plates fitted for engine foundation, skylight to engine room refitted; the angle irons of one bulb beam renewed. In the bunkers two beams of main deck renewed; nearly the whole of bunker bulkheads renewed. The watertight bulkhead at after end of main hold renewed. The after end of ballast tank in main hold renewed and this tank subsequently tested by a head of water. Four lengths of tie plating of main deck in after part of main hold renewed.

The fore mast and the main mast renewed and the main topmast repaired. The pillaring of hold and tween decks beams examined and is satisfactory. The chain cables ranged - found 240 fathoms, but one length stated to have been supplied since the survey held at Antwerp in June/91, was found to be an untested length - recommended that this length be either tested, or removed from the locker and a new length supplied. The vessel is expected to return to the U.K. in two or three weeks, when the Owners' Representative states, this subject will receive the necessary attention. The decks examined and found satisfactory.

J. H. Truscott