

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *May 14<sup>th</sup>* 18... When handed in at Local Office... 18... Port of *London* TUES. 17 MAY 1892No. in Reg. Book *161* Survey held at *London* Date, First Survey *March 31<sup>st</sup>* Last Survey *May 10<sup>th</sup>* 1892  
on the *S.S. "JOHN MCINTYRE"* (No. of Visits *15*) Master *J. Johnson*TONNAGE:— Built at *Newcastle* By whom *Palmer Co.* When *1863*  
GROSS *933* Owners *Wm. J. Lennick & Son* Port belonging to *London*  
UNDER DECK *184* Owners' Address *—*  
NET *525* (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Leamington Dry Dock* Destined Voyage *The Lynce*WB=DBa ☒ tons; f *450* tons; uE&B ☒ tons; CellDB ☒ tons;  
FPT *50* tons; APT ☒ tons; MT ☒ tons.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>90A1</i>		<i>Z.M.C.</i>
<i>6.91</i>		<i>7.88</i>
<i>S.S. Sh. No. 3.88</i>		<i>B.S. 6.91</i>
<i>S.S. Lon. No. 3-4.80</i>		
Society's Freeboard (if assigned) as painted on Ship and now verified		<i>3</i> ft. <i>1 1/2</i> ins.

Last Survey, No. *51969* 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, &amp;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 *the Special Survey No. 3.*

Vessel placed in Dry Dock on *16<sup>th</sup>* *1892*; Holds and Keels cleared and all permanent ceiling and battens removed. All oxidation removed by being cut or beaten off the several parts and the floors, framing, beam and beam ends, stringers, bulkheads, breastworks rivets &c. examined; the lining in way of the side lights removed & the plating & framing at those parts found good.

In Bunkers:— In stringer plates, 5 framed and 3 covered frames on each side, also 4 Bulkhead plates and the Bulkhead stiffeners all of which were found wasted, were cut out and renewed. The shell plating drilled in three vertically lines on each side, viz: forward amidships and through bunkers, aft. (See thicknesses on other side) The Ballast Tanks examined internally, thoroughly scaled & re-coated with cement wash, filled and tested by water pressure as required.

SUMMARY OF DAMAGE REPAIRS:— Plates, Paired or Repaired: *16* Frames, ditto. *11* Plates, Renewed:— Frames, ditto. Other Repairs *ft. run Deck.*

## PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, <del>Plates</del> & Crutches <i>Good</i>	Copper, or Y.M. <input checked="" type="checkbox"/>	Hatches <i>Good</i>
Waterways <i>Good</i>	Plating of Frame at the openings <i>Good</i>	(State if on felt.) When put on, Month <i>—</i> Year <i>—</i>	Boats <i>Good</i>
Coamings <i>Good</i>	<del>Ditto</del> ditto at other places <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Keelsons <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>Aspt</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Clamps, Shells & Stringers <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Plating <i>Good</i>	Salting <input checked="" type="checkbox"/>	Engine Room Skylights <i>Good</i>	Anchors No. of <i>3 B. 15. &amp; 3 1/2</i>
Planking <i>Good</i>	Ceiling <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	Cables, length <i>340 fms. 1 1/2</i>
Trees or Rivets <i>Good</i>	<del>Ceiling</del> Asphalt <i>Good</i> (State if white.)	Scuppers <i>Good</i>	(State if now ranged <i>Yes</i> )
Breasthooks & Stemson <i>Good</i>	Tanks <i>Good</i> (State if now tested.)	Cargo & Main H'tch'w'ys <i>Good</i>	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'r'w'ys <i>Good</i>		Standing & Running Rigging <i>Good</i>

## General Observations, Opinion as to Class, Recommendation, &amp;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 requirements of the Rules for the S.S. No. 3 have been satisfactorily carried out and the vessel being now in good & efficient condition, we are of opinion that she is eligible to remain as classed, viz: *90A1* with the notation: *S.S. Lon No. 3-5.92*, fresh date of Survey *5.92* and *pt. N.D. 1.92* recorded in the Register Book.

Office Fee (if chargeable) per Scale II., Sec. 27	£ — : —	Fees applied for,
Survey Fee (per Section 28)	£ <i>7</i> : <i>0</i> :	<i>17/5/1892</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ — : —	Received by me,
Travelling Expenses (if chargeable)	£ — : —	<i>18/5/1892</i>
Second Surveyor's Fee (if any)	£ — : <i>10</i> :	<i>18/5/1892</i>

\*Is Certificate now required?

Committee's Minute

Character assigned

FRI 20 MAY 1892

FRI 20 MAY 1892



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Lloyd's Register  
Foundation

LON696-0163

*90A1*  
*LMC 5.92*

*ss No 3-5.92*  
*pt ND92*

W.3.



by the Rules. Asphalt in good order. Vessel cleaned and re-coated throughout and ceiling part renewed & re-laid as before.

Main deck lifted, beams and ties, also diagonal tie plates repaired and renewed as required, chipped and painted, and a new  $3\frac{1}{2}$  yellow pine deck re-laid & caulked. The laid 25 ft. examined; 3 planks on starboard and 2 on port side of Boilers & Engine Room casings, also the whole of the centre portion of the deck between these casings and in way of the Engine Room and Saloon companion, renewed.

The masts, spars, standing & running rigging examined, and repaired as required; the wedging of masts being renewed as per Rules. Anchors, also chain cables ranged & found complete in good order. New windlasses (Harfield's pt.) fitted; steering gear, boats, sails, ropes and general equipment overhauled and made good.

Externally: - The vessel was found in good condition. About 20 rivets on starboard side amidships, found fitted, probably through coming into contact with dock walls, were cut out and renewed; the after end of the portward struts at the lower edges found scored and somewhat wasted was fitted with a steel shoe piece  $9\frac{1}{16}$ " in thickness and about 12 feet long. The struts of plating between wind water on each side were scolded as required and the bottom was cleaned and re-coated.

### Drillings: Shell.

Actual Thickness :-

Thickness as per 1<sup>st</sup> Entry Report :-

app.	Forward.	Starboard	Starboard
9/16	1 $\frac{1}{4}$	9/16 including doubling	10/16
7/16 full	3/16	7/16 First St. below shear	170 ft amidships.
3/16	9/16	3/16 Second	9/16
3/16	9/16 full	3/16 Third	10/16
9/16 bare	10/16	3/16 full Fourth	10/16

One length of middle line keelson & angles under Boilers cut out and renewed & new brackets fitted to Boiler bearers.

Henri Wilkinson

J. H. Truscott.