

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *May 24 1892* When handed in at Local Office *18* Port of *London* **FRI 27 MAY 1892**
No. in Reg. Book *276* Survey held at *London* Date, First Survey *Jan 15 1892* Last Survey *May 16 1892*
on the *Steam Sc. Sr. "Violet."* (No. of Visits *35*) Master *A. Lavender*
TONNAGE: Built at *Sunderland* By whom *J. L. Thompson* When *1880* 12
GROSS *1448* Owners *P. Gordon & Co* Port belonging to *London*
UNDER DECK *1234* Owners' Address
NET *953* (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Nelson Dry Dock* Destined Voyage *Tyne*

WB=DBa tons; f tons; uE&B tons; CellDB tons; }
FPT tons; APT tons; MT tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey, No. *26532* Port *Nwo*
(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.)
CHARACTER. *100A.1*
Date of last Survey and of Periodical Surveys. *S.S. Spt. 11.2.89*
Machinery and Boiler Surveys (including date of N.B., if any). *T.M.C. 5.89*
B.S. 9.91.
Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs & S.S. N° 3.*
This vessel is stated to have been ashore on the "Longsand," on January 10th & 11th 1892 whilst on a voyage from the Tyne to London; being afterwards got off & placed in dry dock for repairs. -
On examination the bottom plating was found very inferior and the butts of the shell plating along the bilges started and leaky, the lower part of the stern bent, the stern frame partly carried away and the rudder gone completely. - Inside, the engines and Boilers were found to have been set up, bunker & bulkhead plates buckled, and a number of floors broken; full details being given in Damage report.
Now done, - The Rudder & stern frame renewed, rudder trunk repaired and one deck plate at rudder head renewed, the keel and the bottom plating of the vessel were sufficiently cut adrift to P.T.O.

SUMMARY OF DAMAGE REPAIRS: *92* Plates, Paired or Repaired; *65* Frames, ditto. *78* Plates, Renewed; *✓* Frames, ditto. Other Repairs. *Sundry.*

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	Transoms, Rainters, & Crutches	<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>✓</i> Year	Masts, Yards, &c.	<i>✓</i>
Up'r Dk. Beams & Fastenings	<i>✓</i>	Keelsons	<i>✓</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>Asst</i>
Low'r Dk. Beams & Fastenings	<i>✓</i>	Clamps, Shells & Stringers	<i>✓</i>	Windlass & Capstan	<i>✓</i>	Sails	<i>Stated Good</i>
Plating	<i>✓</i>	Salting	<i>✓</i>	Pumps	<i>✓</i>	Anchors No. of	<i>3 B. 15. 2 H.</i>
Planking	<i>✓</i>	Ceiling	<i>Good</i>	Engine Room Skylights	<i>✓</i>	Cables, length	<i>270</i> size <i>1 1/2</i>
Trunnels or Rivets	<i>Good</i>	Cement or Asphalt (State which.)	<i>✓</i>	Coal Bunker, Open'gs, Lids, &c.	<i>✓</i>	(State if now ranged)	<i>Yes 1 1/2</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'rw'ys.	<i>Good</i>	Cargo & Main H'tchw'ys	<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 vessel is in good and efficient condition and eligible in our opinion to remain as classed, and to have the notation *S.S. Lon. N° 3. 5.92*, with date of last survey *5.92*.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, £ 8 : 0 : *26/5 1892*
Survey Fee (per Section 28) £ 15 : 15 : Received by me, *13/6 1892*
Special Damage or Repair Fee (if any) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? *✓*
Committee's Minute *TUES. 31 MAY 1892*
Character assigned *100A.1*

Robert J. Johnson
Surveyor to Lloyd's Register of British & Foreign Shipping.
FRI 17 MAR 1893

Form No. 2 for Repairs, 20,000-24,991. - Transfer Ink. (The Surveyors are requested to write on or below the space for Committee's Minute.)

All alterations in the existing records should be underlined.

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* Certificate to be sent to

dam + no.3 note
Rpt to Nwo 6.12.92
Compd no.3. B.S. 2.93
Lloyd's Register Foundation

fair the parts that were disturbed or set up, one length of keel being taken out, faired and replaced, and the remainder faired in place and re-riveted, the stem partly cut adrift & faired in place. The following shell plates found to be fractured have now been renewed, — On Port side, — A strike the aftermost plate; B strike N^o 3, 5, 11, 12, 13, 14, and the aftermost plates; C, N^o 11, 8, 16; D, N^o 6, 8, 10. — On Starboard side, A strike N^o 1, 2, and the aftermost plates; B N^o 9, 12, 14 & the aftermost; D N^o 9, 13, 8, 15; and H strike N^o 1 or stem plate (in all 23 shell plates). On Port side, within the compass of the strikes above mentioned 34 shell plates cut out made fair & re-riveted & 3 others faired in place. On Starb^d side, 32 plates cut out faired & replaced, and the seams of shell plating re-caulked where necessary; all slightly started butts re-caulked, & the severely started butts fitted with treble rivetted butt straps (74 in number) and 65 others cut adrift and re-riveted. — Inside, 40 frames cut adrift faired and re-riveted and 35 double frames fitted extending from bilge to bilge, 12 floor plates renewed, 25 extra reverse bars fitted on top of floors from wing plate to 1st girder on vessel's port side; 13 intercostal keelson plates on each side renewed, 26 cut adrift faired and re-riveted. The Engine & Boiler seating repaired and re-riveted as required, 10 plates renewed in the tank tops in Main hold & a number re-riveted, 2 girder plates in this tank renewed, and an additional fore & aft angle fitted on the top of one tank girder & one on the bottom of another girder on each side of vessel. The cement made good & the tank tested under pressure. One plate renewed in the after tank top, one tunnel plate renewed & the tunnel angle partly renewed, the cement made good and the tank tested under pressure. 2 plates in donkey boiler recess renewed 2 plates in Starb^d bunker & 3 in port bunker renewed; 8 pillars in fore hold & 1 in after hold repaired & refitted. The whole of the vessel inside & outside cleaned & re-coated; the whole of the ceiling & flooring relaid & made good, 8 stokehole plates renewed & all wood lining on tunnel & around donkey boiler refitted as required. —

— N^o 3.] As the above work includes most of the requirements for the S.S. N^o 3 the owners decided to carry out that survey. — The Masts & spars being examined aloft, the fore & main masts were found defective, these have now been renewed, and the rigging & general equipment overhauled & made good. The Chain Cables have been ranged & found complete & good. In consideration of the number of plates taken off the vessel, & the remainder being found in good condition it was not considered necessary to drill the plating further. —

R. J. Johnson.
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