

No. 53087

REPORT of SURVEY for REPAIRS, &c.

Report of Survey for Repairs, &c. No. in Register Book. Survey held at London Date, First Survey May 16th Last Survey May 28th 1892
on the S.S. "NORTHWOOD" (No. of Visits) Master J. Coth

TONNAGE:- Built at Newcastle By whom Palmer's Co. (Limited) When 1889
GROSS 718 Owners W. France & Co. Port belonging to London
UNDER DECK 549 Owners' Address (if not already recorded in Appendix to Register Book.)
NET 345 Surveyed Afloat or in Dry Dock? Both Name of Dock Orchard St. Dock Destined Voyage Europe

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER. Date of last Survey and of Periodical Surveys. Years Assigned how expired. Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 L.M.C.
11.90 12.88

Last Survey, No. 52289 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs and part Special Survey No. 1
Repairs, consequent upon Damage stated to have been sustained through stress of weather and grounding on various dates, viz: Nov. 11th & 12th and Dec. 15th 1891; also Feb. 28th and April 26th 1892 whilst on voyages from Europe to London.

On Starboard Side: The 3rd strake below sheer: First and second plates from stem, also the portboard plate and one plate above same indented and scored, were removed, paired and put back. A number of rivets in flat plate keel at fore-foot started and leaking, were cut out and renewed. The landing edges of A & B. Strakes, about 3 feet from the stem, found indented were disconnected, paired in place and made good. Two plates of E. and one of F. Strakes, abaft Engine Room Bulkhead, found indented, were removed, paired and put back.

SUMMARY OF DAMAGE REPAIRS: - 10 Plates, Paired or Repaired; 3 Frames, ditto. 1 Plates, Renewed; 1 Frames, ditto. Other Repairs In Bilge keels & rivetting

PRESENT CONDITION OF THE	Good	Good	Good	Good
Transoms, Ribs, & Crutches	Good	Copper, or Y.M. (State if on Fell.) When put on, Month Year	Hatches	Good
Timbers of Frame at the openings	Good	Rudder	Boats	Good
Ditto ditto at other places	Good	Windlass & Capstan	Masts, Yards, &c.	Good
Keelsons	Good	Pumps	Condition, how ascertained	Good
Clamps, Sheels & Stringers	Good	Engine Room Skylights	Sails	Good
Salting	Good	Coal Bunker, Open'gs, Lids, &c. (Where seen)	Anchors No. of	3 B. 15. & 2 1/2
Ceiling	Good	Scuppers	Cables, length	150. Complete
Cement or Asphalt (State which.)	Good	Cargo & Main H'tch'w'ys	(State if now ranged)	Good
Tanks (State if now tested.)	Good		Hawsers & Warps	Good
Caulking of Bot'm, D'k, & Wat'r'w'ys	Good		Standing & Running Rigging	Good

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."

All necessary repairs have been satisfactorily carried out and the vessel being now as far as seen in good and efficient condition, we are of opinion that she is eligible to remain as classed with fresh date of Survey 5.92 and pt. S.S. credited to Special Survey No. 1 which will become due in January next.

Fee (if chargeable) per Scale II., Sec. 27. £ 3 : 10 : Fees applied for, 8/6 18.92
Special Damage or Repair Fee (if any) (per Sec. 28.) £ 4 : 4 : Received by me, 7/9 18.92
Voyelling Expenses (if chargeable) £ - : - :
and Surveyor's Fee (if any) £ - : 10 :
Certificate now required?

Committee's Minute FRI 10 JUN 1892
Character assigned 100A1
Note
Surveyor to Lloyd's Register of British & Foreign Shipping.
© 2019 Lloyd's Register Foundation
LON696-0256

The Bilge keels, on each side, found twisted, were cut out in part renewed and repaired as required and several rivets (about 30) after, through flat plate keel, found badly scored, were renewed.

On port side: Three small indentations about the upper turn of Bilge gear and, were paired in place.

Both Peacks were opened out; the ceiling on top of water-ballast tanks lifted; tanks cleared out and examined cement in several bays more especially in after tank found started was cut out and renewed; the tanks, ^{including after Peack,} were filled and tested by water pressure, as required by the Rules, repaired by the re-pitting of six laps to the tank side margin plate, the rivets of which were found started. The tank tops were scraped and re-coated and the ceiling re-laid as before.

The cement in Peacks which had to be cut out to effect the repairs was renewed; the Peacks cleaned and the vessel outside, also cleaned, and re-coated.

The Rudder found badly shaken, was lifted for further examination, the bottom pin of same found broken was renewed and the Rudder, also the steering gear, wheel, chains &c. found strained, were renewed as required and otherwise repaired.

For the Special Survey No. 1

In addition to the above and exclusive of the damage sustained: The Holds were examined; one bracket tree to collision str. on port side, also one reversed frame on same side were part cut out and renewed and with the exception that the Holds require cleaning and painting they were otherwise found in sound condition. The Masts & Spars, also the Rigg were examined aloft and found good; the Deck and general Equipment also the Boats, Sails &c. were examined and found in good order.

For Complete Survey:

The Bunkers to be cleared and the space between the Bulkheads in the Machinery Space to be also cleared for examination. The Hold should also be painted. Letter to owner re. above.

Henri Williamson

