

REPORT of SURVEY for REPAIRS, &c.

FRI 1 JUL 1892

Date of writing Report *June 30th 1892* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *393* Survey held at *London* Date, First Survey *June 22nd* Last Survey *June 27th 1892*
 on the *Steel, S. S. R. "Rook"* (No. of Visits *4*) Master *A. Hay*
 TONNAGE:— Built at *London* By whom *R. Thomson* When *1890* YEAR. MONTH.
 GROSS *370* Owners *R. Thomson* Port belonging to *London*
 UNDER DK. *273*
 NET *186* Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Union Dry Dock* Destined Voyage *Tyne*

WB= DBa tons; f tons; uE&B tons; CellDB tons;
 FPT tons; APT tons; MT tons.

Last Survey, No. *3794* Port *Liv*

Particulars of Classification (which must be inserted precisely as in Register Book & 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).
* 100. A. 1.		* L.M.C. 9.90.
12.91		

Society's Freeboard (if assigned) as
 painted on Ship and now verified

(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.*

The following repairs have been effected in consequence of damage alleged to have been caused by the vessel being in Collision in Grimsby Stk on April 23rd 1892. and also by stranding near Flamborough Head on June 16th 1892 & by grounding in the R. Thames Stk. On Starboard side. - One outside butt strap fitted on 2nd butt from Stem in B. Strake, several butts and seams re-caulked as required. In F. Strake, plates No. 4 & 6 faired in place & No. 5 taken off faired & replaced; A. Strake 1 plate faired in place and E. Strake 1 plate faired in place. four frames in way of the above drawn out fair & fitted with reverse frames from bilge to gunwale. - 19 rivets renewed in stem at forefoot. On Port side. - One outside butt strap fitted on first butt in A. Strake one outside butt strap fitted on 2nd butt in B. Strake; butts and seams re-caulked as required; One plate in E. Strake faired in place

P.T.O.

SUMMARY OF DAMAGE REPAIRS:— 10 Plates, Faired or Repaired: 8 Frames, ditto. Plates, Renewed: Frames, ditto. Other Repairs. *Outside butt straps fitted.*

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Grutches <i>Parts</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>2</i>
Coamings <i>✓</i>	Ditto ditto at other places <i>seen</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Up'r Dk. Beams & Fastenings <i>Parts seen</i>	Keelsons <i>✓</i>	Rudder <i>Good</i>	Condition, how ascertained <i>From Stk</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Clamps, Shells & Stringers <i>Good</i>	Windlass & Capstan <i>✓</i>	Sails <i>Stated Good</i>
Plating <i>Good</i>	Salting <i>✓</i>	Pumps <i>✓</i>	Anchors No. of <i>2 B. 1 S. 1 R.</i>
Planking <i>✓</i>	Ceiling <i>Good</i>	Engine Room Skylights <i>✓</i>	Cables, length <i>Stated Complete</i>
Treenails or Rivets <i>Parts seen</i>	Cement or Asphalt (State which.) <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	(State if now ranged <i>Not</i>)
Breasthooks & Stanchion <i>Good</i>	Tanks (State if now tested.) <i>✓</i>	Scuppers <i>✓</i>	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'rwys. <i>✓</i>	Cargo & Main H'tch'wys. <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 ptn91, &c."

The vessel is in good and efficient condition & eligible in my opinion to remain as classed and to have record of survey 6.92.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	:	:	117/1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	3	3	Received by me,
Travelling Expenses (if chargeable)	£	:	:	117/1892
Second Surveyor's Fee (if any)	£	:	:	

*Is Certificate now required?

Committee's Minute

Character assigned

TUES. 5 JUL 1892

100 A. 1.

drp 92

Robert T. Johnson.
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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LON696-0368

Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

* Certificate to be sent to

Form No. 2 for Repairs—205.—L.R.F.H.—20,000.—24/9/31.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B.—All alterations in the existing records should be underlined.

53165 Lon

Plates n^o 4 & 6 in F stroke faired in place, & n^o 5 taken off faired and replaced, one plate in G stroke faired in place. four frames in way of the above made fair & fitted with reverse frames from bilge to gunwale, the cement made good where disturbed to effect repairs, and the vessel's bottom cleaned and re-coated.

R. T. Johnson.