

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug 30<sup>th</sup> 1892 When handed in at Local Office London Port of London  
No. in Reg. Book 113 Survey held at London Date, First Survey July 6<sup>th</sup> Last Survey Aug 30<sup>th</sup> 1892  
on the own ship "Panmure." (No. of Visits) 23 Master - Severn

TONNAGE:- Built at Glasgow By whom A. Stephen Sons When 1875 6  
GROSS 1581 Owners Richard Lines Port belonging to London  
UNDER DK. 1386 Owners' Address Hope Wharf, 9<sup>th</sup> Cambridge St.  
NET 1505 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Linchouse Destined Voyage ?  
WB=DBa tons; f tons; uE&B tons; CellDB tons; }  
FPT tons; APT tons; MT tons.

Last Survey, No. 122<sup>a</sup> Port CN

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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
✕ for Special Survey. Date of last Survey and of Periodical Surveys.		
<u>S.S. Lon 12:3-8.88</u>	<u>4-91</u>	<u>✓</u>
Society's Freeboard (if assigned) as painted on Ship and now verified <u>4</u> ft. <u>9</u> ins.		

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs & S.S. 12:3.  
This vessel after being stranded near the Cape of Good Hope and posted in the Register Book - wrecked, 8.91. - was temporarily repaired and brought to this port (London) - Having been placed in Dry Dock and the bottom examined the following repairs have been effected. -  
On Starb<sup>d</sup> side, - The 5<sup>th</sup> plate from the Stern in B strake, the 5<sup>th</sup> in C strake, the 6<sup>th</sup> & 9<sup>th</sup> in D strake, and the 13<sup>th</sup> in E strake taken off faired and replaced; 5 broken frames (abreast of foremast in tween decks) efficiently repaired.  
On Port side, - The 5<sup>th</sup> & 6<sup>th</sup> plates from the Stern in the Garb<sup>d</sup> strake, and the 6<sup>th</sup> plate in B strake renewed; 3 broken frames in tween decks efficiently repaired; the main deck bulk beam and angle at after end of fore hatch taken out repaired, and

SUMMARY OF DAMAGE REPAIRS: - 5 Plates, Faired or Repaired; 8 Frames, ditto. 3 Plates, Renewed; 6 Frames, ditto. Other Repairs as above.

PRESENT CONDITION OF THE			
Decks	<u>Good</u>	Transoms, <u>Painted &amp; Scrubbed</u>	<u>Good</u>
Waterways	"	Timbers of Frame at the openings	"
Coamings	"	Ditto ditto at other places	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"
Low'r Dk. Beams & Fastenings	"	Champs, Shells & Stringers	"
Plating	"	Salting	"
Planking	"	Ceiling	<u>Good</u>
Treenails or Rivets	<u>Good</u>	Cement <u>as Asphalt</u>	"
Breasthooks & Stems	"	Tanks (State if now tested.)	"
		Caulking of Bot'm, D'k, & Wat'rw'ys	<u>Good</u>
		Copper, or Y.M. (State if on Felt.)	"
		When put on, Month Year	"
		Rudder	<u>Rebushed Good</u>
		Windlass & Capstan	<u>Good</u>
		Pumps	"
		Engine Room Skylights	"
		Coal Bunker, Open'gs, Lids, &c.	"
		Scuppers	<u>Good</u>
		Cargo & Main H'tch'w'ys	"
		Hatches	<u>Good</u>
		Boats	"
		Masts, Yards, &c.	"
		Condition, how ascertained	<u>Aloft</u>
		Sails	<u>Stated Good</u>
		Anchors No. of	<u>3 B 18 2 K</u>
		Cables, length	<u>270</u> - size <u>1 1/4</u>
		(State if now ranged)	<u>Yes</u>
		Hawsers & Warps	<u>Good</u>
		Standing & Running Rigging	"

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 repairs having been efficiently executed & the vessel placed in good condition, she is eligible in our opinion to be re-classed 100.A.1. as originally, and to have the notation, S.S. Lon 12:3-8.92. and drop 8.92. - N.D. 92. with date of last survey 8.92.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	8	0	18.
Special <del>Repair</del> Repair Fee (if any) (per Sec. 28.)	£	5	5	Received by me,
Travelling Expenses (if chargeable)	£	:	:	31/8 92
Second Surveyor's Fee (if any)	£	:	:	18.

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

\*Is Certificate now required? FR 2 SEP 1892  
Committee's Minute 100A1  
Character assigned Maintain record of ss. No. 3-8, 92 drop 92  
Wrecked 8.91 as usual ND 92  
Lloyd's Register Foundation  
LON697-0014



53328<sup>Ln</sup>

fitted with a new beam angle, a number of tween deck pillars repaired and re-riveted, the collision bulkhead re-riveted where required; 10 bulwark stanchions renewed, and a number repaired and re-riveted; the vessel's upper deck renewed of Pine 4" thick, the forward shifts of poop deck planks renewed; the poop front, berths & accommodation renewed complete, the deckhouse tops renewed, the forecastle deck repaired where required, the windlass and pumps overhauled and repaired.

The Masts and Spars examined aloft, the Main topmast and Spunker boom renewed, Mizzen topmast repaired, the fore, main, & Mizzen cross-tees renewed, and the rigging generally overhauled and put into good order and the Mast wedges removed.

- S. S. 11:3. - In consequence of the extensive nature of the repairs & that they necessitated the carrying out of a considerable portion of the above survey the owners decided to complete the requirements for the same as follows. -

The remainder of the close ceiling lifted and the inside of the vessel thoroughly cleaned, scaled and re-coated all fore and aft, the vessel's bottom outside cleaned and re-coated, & the rudder lifted and re-bushed.

The Chain cables ranged and found complete 270 fathoms.

The shell plating was also drilled in several places the drillings showed no appreciable diminution from the original thickness, the following being particulars, -

Sheer	P.	S.	Sheer	P.	S.	Rule	P.	S.	Sheer
1 <sup>st</sup>	-	-	1 <sup>st</sup>	13/16	-	13/16	12/16	12/16	1 <sup>st</sup>
2 <sup>nd</sup>	-	-	2 <sup>nd</sup>	-	11/16	10/16	10/16	10/16	2 <sup>nd</sup>
3 <sup>rd</sup>	-	-	3 <sup>rd</sup>	10/16	-	11/16	11/16	11/16	3 <sup>rd</sup>
4 <sup>th</sup>	-	11/16	4 <sup>th</sup>	11/16	12/16	11/16	-	-	4 <sup>th</sup>
5 <sup>th</sup>	10/16	-							

Please note that this vessel has now changed owners.

R. T. Johnson.