

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Sept 30th 1892* When handed in at Local Office *18* Port of *London* MON. 3 OCT 1892
 No. in Reg. Book. *31* Survey held at *London* Date, First Survey *Sept 6th* Last Survey *Sept 27th 1892*
 on the *Wood, Iron or Steel* *Sc. Sr "Tainii."* (No. of Visits *8*) Master *E. J. Evans.*

TONNAGE: Built at *Dumbarton* By whom *W. Denny & Sons* When *1884-9*
 GROSS *5231* Owners *Shaw Savill & Albion Co. Ltd* Port belonging to *Glasgow*
 UNDER DK. *4131* Owners' Address
 NET *3231* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Royal Albert* Destined Voyage *New Zealand*

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

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

Last Survey, No. *52963* Port *Lon*

(Periodical Surveys, when held, must be reported in detail and seriatim 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, Chains, or Hawsers 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. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100. A.1.		* I.M.C. 4.89
S.S. Lon. N° 1. 88		B.S. 8.91
4.92.		

Society's Freeboard (if assigned) as painted on Ship and now verified } 7 ft. 0 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part, S.S. N° 2.*

London Report N° 52571. states that the insulation & ceiling have been removed from the tops of the double bottom in N° 1 hold, & the tank tops sealed and re-coated. —

— The vessel has now been placed in Dry Dock the bottom carefully examined, found in good order has been cleaned and re-coated. The holds being insulated the "plugs" were removed, and additional openings made in several places, the surfaces of the frames and plating were found in good condition. The inside of the cellular bottom & bilge pockets in Nos 1. 2. 5. 6 & 7 divisions of the tank, were examined and found in good order, the same being cleaned out, cement washed and tested under pressure. The side pocket bunkers were cleared

P.T.O.

SUMMARY OF DAMAGE REPAIRS:— Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Parts</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>"</i>	Timbers of Frame at the openings <i>Seen</i>	(State if on Felt.)	Boats <i>10</i>
Oearings <i>"</i>	Ditto ditto at other places <i>Seen</i>	When put on, Month <i>Good</i> Year	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>Parts</i>	Keelsons <i>Good</i>	Rudder <i>Good</i>	Condition, how ascertained <i>aloft</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>	Equipment letter <i>L</i>
Planting <i>"</i>	(State if examined.) <i>Good</i>	Engine Room Skylights <i>"</i>	Anchors, No. of <i>4 B. 1 S. 2 H.</i>
Treatments or Rivets <i>Parts seen</i>	Ceiling <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Cables (State if now ranged) <i>Yes</i>
Breasthooks & Stomson <i>Good</i>	Cement or Asphalt <i>"</i>	Scuppers <i>"</i>	„ length <i>300</i> size <i>2 1/2</i>
	(State which.)	Cargo & Main H'tch'wys <i>"</i>	„ Rule length <i>300</i> size <i>2 1/2</i>
	Tanks Nos 1. 2. 5. 6. & 7 Tested <i>Good</i>		Hawsers & Warps <i>Good</i>
	(State if now tested.)		Standing & Running Rigging <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'rwys <i>Good</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 so far as seen is in good and efficient condition eligible in my opinion to remain as classed and to have record of survey 9.92. The notation S.S. N° 2 being deferred until completion of the survey.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,
Survey Fee (per Section 25)	£	18.
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	Received by me,
Travelling Expenses (if chargeable)	£	18.
Second Surveyor's Fee (if any)	£	
*Is Certificate now required?		

Committee's Minute

Character assigned

FRI 7 OCT 1892

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



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Lloyd's Register
 Foundation

LON697-0143

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ceiling lifted & bilge pockets in the same cleaned out, the upper tween deck bunkers have been cleaned sculled and re-coated, the fore peak examined having been recently re-coated, Chain Cables ranged and found complete (300 fathoms.) The Masts & spars have been examined aloft - and the fore-topmast renewed. The windlass, steering gear, and general equipment have been examined and found in good order. -

To complete the S.S. N° 2. - The Cross bunker, N° 2 reserve bunker, the after peak, the cellular bottom in N° 3 and 4 divisions, remain to be examined, and the latter tested under pressure. -

Notice of this has been sent to the owners. -

R. J. Johnson