

## REPORT of SURVEY for REPAIRS, &amp;c.

19 OCT 1892

Date of writing Report *Oct 1892* When handed in at Local Office *1892*Port of *London*No. in Survey held at *London*Date, First Survey *31<sup>st</sup> July*. Last Survey *8 Oct<sup>r</sup> 1892*

Reg. Book.

(No. of Visits)

Master *Swist*200 on the *Iron s/s Widgeon*

YEAR. MONTH.

TONNAGE:—

Built at *Newcastle*By whom *C. Mitchell & Co*When *1876*

3

GROSS *725*Owners *Gen Steam Nav Co*Port belonging to *London*UNDER DK. *601*NET *384*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed *Afloat & in Dry Dock?*Name of Dock *General Steam & Co*Destined Voyage *Amsterdam*

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.Year Assigned  
now expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).*Class withdrawn  
at owners request*Society's Freeboard (if assigned) as  
painted on Ship and now verified *1 ft. 8 1/2 ins.*

Last Survey, No.

Port

(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 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 *S.S. No 3*

Vessel placed in dry dock, bottom examined, the after garboard fitted with a shoe plate, and the four garboard plates forward of this one renewed. One plate on the Starboard side forward in the main hold removed, faired and replaced, and one fore-castle side plate renewed, and a number of indents faired in place, the outside plating cleaned and recoated.

In the holds and peaks all ceiling removed and the surfaces chipped and recoated, the reverse frames, where necessary, let go, the rust removed, and rivetted. Cement in good condition and well adhering to the iron. The major part of the ceiling renewed. In the machinery space, the boilers and bunkers all removed, the bulkhead at fore end repaired, the tank top plates in way of boilers had at some time been removed, in the way of

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

## PRESENT CONDITION OF THE

Decks <i>good</i>	Transoms, Pointers, & Crutches <i>good</i>	Copper, or I.M. (State if on Felt.)	Hatches <i>good</i>
Waterways <i>"</i>	Timbers of Frame at the openings <i>"</i>	When put on, Month Year	Boats <i>"</i>
Coamings <i>"</i>	Ditto ditto at other places <i>"</i>	Rudder <i>rebrushed good</i>	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Windlass & Capstan <i>"</i>	Condition, how ascertained <i>aloft</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Clamps, Shells & Stringers <i>"</i>	Pumps <i>"</i>	Sails <i>"</i>
Plating <i>"</i>	Salting <i>"</i>	Engine Room Skylights <i>"</i>	Anchors No. of <i>3A 15 2K</i>
Planking <i>"</i>	Ceiling <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Cables, length <i>240</i> size <i>1 1/2</i>
Treenails or Rivets <i>"</i>	Cement or Asphalt (State which.) <i>"</i>	Scuppers <i>"</i>	(State if now ranged) <i>yes</i>
Breasthooks & Stemson <i>"</i>	Tanks (State if now tested.) <i>yes</i>	Cargo & Main Hatch'ys <i>"</i>	Hawsers & Warps <i>good</i>
	Caulking of Bot'm, D'k, & Wat'r'ys <i>"</i>		Standing & Running Rigging <i>"</i>

## General Observations, Opinion as to Class, Recommendation, &amp;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 pEND91, &c."

The rules having been complied with and the vessel being now in a good and efficient condition she is eligible in our opinion to remain classed as *originally* classed, and to have renewed S.S. Lon No 3-10, 92 and new date of 10.92 and record of freeboard

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	0	19/10/1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	29/10/1892
Second Surveyor's Fee (if any)	£	:	:	see other report.

\*Is Certificate now required?

Committee's Minute

Character assigned

TUES 1 NOV 1892

See Lon. No. 53759  
(12<sup>th</sup> Report)



© 2019

Lloyd's Register  
Foundation

LON647-02012



Iron s/s. Widgeon.

bunkers, have all been renewed and the arrangements entirely remodelled, and the lower part of the bulkhead plating at the fore end of this space partly renewed.

The tank top plating in way of the boilers had at some time been removed, and where this had been done, the structural efficiency has now been maintained by carrying the intercostal side stringers, and the bidge stringers, through from the main hold into the remaining portion of the tank, and by strengthening the margin plates of the tank (which have not been removed) by rivetting to their upper edges a  $3" \times 3" \times \frac{3}{8}"$  steel angle.

A new fore end has been fitted to the tank, and made watertight round the stringers &c, and stiffened by brackets connected to the stringers and keelsons.

The tank is now  $14' 6"$  in length and holds 23 tons, it has been cleaned examined and tested and found in good order.

The cement floors, frames &c in way the boilers examined, several centre line intercostal plates doubled, and the double reverse frames renewed, and the cement made good.

In way of the new boilers three new main deck beams have been put through, bulbs  $8' \times \frac{1}{2}"$  angles  $3" \times 3" \times \frac{3}{8}"$  and a pillar fitted to one; and seven frames on the starboard side doubled for about 8 ft in length at the main deck.

The plating drilled in way of the original bunkers as shown below. In the bridge sides the plating faired and the framing closed or rivetted. In way of the side light panelling removed and surfaces cleaned or recoated the plating being in good order.

Mast and spars examined, and fore boom & main stay renewed; mast wedges lifted and coamings of foremast renewed, and rigging made good. The decks examined, about 2000 feet of main deck and 2000 feet of bridge deck renewed also a number of fastenings.

Cables ranged 240 fthms, good. Steam steering gear overhauled.

original thicknesses

10/16 doubled with 9/16

8/16 + 9/16

8/16 + 9/16

8/16 + 9/16

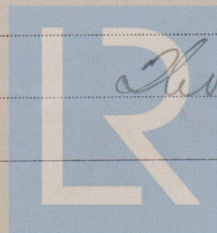
10/16

Port

Starboard

9/16	18/16
14/16	18/16
9/16	8/16
8 1/4 3/2	8 1/4 3/2
8/16 bare	8/16
10/16	10/16
cement below this	

shear stroke and doubling



© 2019

Lloyd's Register  
Foundation