

Date of writing Report *Nov 1<sup>st</sup>* 18 *92* When handed in at Local Office *Nov 2<sup>nd</sup>* 18 *92* Port of *London*

No. in *1* Survey held at *London* Date, First Survey *Oct 17<sup>th</sup>* Last Survey *Oct 31<sup>st</sup>* 18 *92*

No. in Reg. Book. *650* Survey held at *London* Date, First Survey *Oct 7 - 6* Last Survey *Oct 31 - 1892*  
 on the ~~Wood, Iron or Steel~~ *"Pura"* (No. of Visits) Master *F. A. Chandler*

TONNAGE:— Built at *Glasgow* By whom *Aitken & Russell* When *1889-11*  
GROSS *3138* Owners *James W. Colvin (Lt. J. Harrison)* Port belonging to *Liverpool*

OWNER DK. 3062  
ET 2039

Owners' Address  
(If not already recorded in Appendix to Register Book.)  
L. J. Jones

District Town Lumberton

Surveyed Afloat or in Dry Dock? *Globe* Name of Dock *Swing* Destined Voyage *London*

*B=* DBa tons; *f* tons; *uE&B* tons; Cell DB tons; } Particulars of Classification (which must be inserted  
*EPT* tons; *APT* tons; MT tons; } precisely as in Register Book & Supplements).

FFI		CONS, ALL		CONS, ALL		CONS.	
<p><b>N.B.—All alterations in the existing records should be <u>underlined</u>.</b></p>							
<p>309316-611</p>							
CHARACTER.		<p>* For Special Survey. Date of last Survey and of Periodical Surveys.</p>		<p>Years Assigned now expired.</p>		<p>Machinery and Boiler Surveys (including date of N.B., if any).</p>	
+ 100A:4-92						+ 100A:12-89	

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 Hawseers 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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage  
Wrecked - coming up the Channel on the 12<sup>th</sup> of Oct<sup>r</sup> last & at the

entrance to the Thames, this vessel collided with the

S. S. Gouldhall & sustained considerable damage to her stair-  
quarter. —

The following repairs have been done to the shell plates & deck in accordance with—

Shell Plates 3 Bulwark plates, 2 spar deck sheer strake plates,

4 plates each in the 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup> strakes below the spar deck, sheer strake plate removed. —

Frames & Reverse bars The 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> abapt of the

Spar beam The 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> abaft of the above mentioned

hull/head partly removed. -

SUMMARY OF DAMAGE REPAIRS :—<sup>✓</sup>Plates, Faird or Repaired ; <sup>✓</sup>Frames, ditto. <sup>10</sup>Plates, Renewed ; <sup>8</sup>Frames, ditto. Other Repairs. *as stated in report*

PRESENT CONDITION OF THE *1* *2* *3* *4* *5* *6* *7* *8* *9* *10* *11* *12* *13* *14* *15* *16* *17* *18* *19* *20* *21* *22* *23* *24* *25* *26* *27* *28* *29* *30* *31* *32* *33* *34* *35* *36* *37* *38* *39* *40* *41* *42* *43* *44* *45* *46* *47* *48* *49* *50* *51* *52* *53* *54* *55* *56* *57* *58* *59* *60* *61* *62* *63* *64* *65* *66* *67* *68* *69* *70* *71* *72* *73* *74* *75* *76* *77* *78* *79* *80* *81* *82* *83* *84* *85* *86* *87* *88* *89* *90* *91* *92* *93* *94* *95* *96* *97* *98* *99* *100*

Decks	Transoms, Pointers, & Crutches	Copper, or Y.M.	Hatches
Waterways	Timbers of Frame at the openings	(State if on Fell.)	Boats
	ditto ditto at other places	When put on, Month	Masts, Yards, &c.
		Year	

Coamings	at	Keelsons	at other places	Rudder	Condition, how ascertained
Up'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	"	Windlass & Capstan	Sails
Low'r Dk. Beams & Fastenings	"		"	Pumps	Equipment letter

Plating.....	✓	Salting.....	✓	Engine Room Skylights.....	"	anchors, No. of.....	300 10 2 10
Planking.....	✓	(State if examined.).....	"	Coal Bunker, Open'gs, Lids, &c.....	"	Cables (State if now ranged).....	40
		Ceiling.....	"			" length.....	✓ size.....

Treacials or Rivets..... Breasthooks & Stemson <i>Not run</i>	Cement <del>or</del> <i>State which.</i> Tanks..... Caulking of Bot'm, D'k, & Wat'rw'ys.....	Scuppers..... Cargo & Main H'tch'w'ys.....	Rule length..... size..... Hawser & Warps..... <i>Good</i> Standing & Running Riggering.....
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*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

*This vessel is in a safe & seaworthy condition eligible*

in my opinion to remain as closed. - The repairs  
as above mentioned should be carried out - on her

arrived at Liverpool. — No fresh record to be made. —

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £       :       :       Fees applied for,

Survey Fee (per Section 28) ..... £ : : 26/10/18.92  
Special Damage or Repair Fee (if any) ..... £ 4 : 4 : Received by me, *Frederic Nelson*

Travelling Expenses (if chargeable) .....£ : : 20/10/1891

Second Surveyor's Fee (if any) .....£ : : 0/0/0

Surveyor to Lloyd's Register of British & Foreign Shipping.

\*Is Certificate now required? .....  
 Committee's Minute .....  
 FRI 4 NOV 1892  
 TUES. 29 NOV 1892

Character assigned Deferred for

White Liv. Nph<sup>ns</sup> Rev. 4.11.92 further repairs



Main deck beams The 3<sup>rd</sup> & 4<sup>th</sup> abaft of the afore mentioned bulkhead partly renewed.

Spar deck plates One side stringer plate & the 1<sup>st</sup> & 2<sup>nd</sup> deck plates inside of it - renewed; the 3<sup>rd</sup> plate inside of it - doubled. - About 28 ft. of gunwale bar renewed.

Main deck plates One side stringer plate renewed & the 1<sup>st</sup> & 2<sup>nd</sup> plates inside of it - partly doubled.

About 15½ ft. of stringer bar renewed with the lugs attaching the stringer plate to the shell plates.

All frames where cut - have been securely rivetted to the new frames with boom pieces, & all reverse bars have been strapped. All deck beams where cut - have been securely fastened to the new part with straps on each side of the beams.

To order to compensate for the warping of the frames a batten 2-6" high has been fitted from side to side of ship on the 4<sup>th</sup> frame from the bulkhead of after peak.

This vessel sailed for Liverpool this morning & the following is a copy of the recommendations (as per damage survey report - dated Oct. the 26<sup>th</sup>) which are to be carried out by the owners on her arrival there.

Liverpool surveyors advised.

#### Coop Deck House

About 1812 fut. of 5x3" planking to be renewed in the deck of this house & the rest of the deck to be caulked.

The cabin skylight - with the gratings, glass panes &c, to be renewed. The combined hold & tunnel ventilator, to be overhauled, & a new top & flange fitted to the latter part.

The ventilator at the after end of the house to be repaired, & new flanges fitted on spar & main decks.

The side rails on the side of house to be renewed.

One pair of bollards to be renewed.

10 iron stanchions on the top of house, with the 2 tier of iron rails to be renewed.

The side wash boards to be renewed, 29 awning stanchions to be straightened, & 3 sockets to be renewed.

The wood awning ridge pole, & 13 stretching bars, to be renewed. - The two handrails, & ladder leading from the top of the house, to be renewed.

The 3<sup>rd</sup> deck beam from the after end of house to be fared if possible, & doubled at the end (if not to be taken out & renewed). - The 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> beam to be removed, & renewed.

The coaming plate & side plate of house, together with 8 stiffening bars, & the stringer plate & angle bar on top of house, to be renewed. - The wheel house door & frame to be renewed & the side plate round the door to be renewed & fared.



faired & replaced. - The 3 side lights - & the lead pipes attached thereto, to be renewed. -

The iron handrail & studs on the side of house, to be renewed. -

The side stringer plates on the top of the house on the port side, to be overhauled, & replaced where broken, & removed faired & replaced where bent. -

The wood work & fittings in the 3 state rooms at the after end of the saloon, to be renewed, & in the ~~staterooms~~ state rooms at the after end of the saloon, to be overhauled, & repaired where necessary. -

To facilitate the repairs to the spar deck & at the after end of the house, the water closets & fittings on the star<sup>d</sup> side, & the steering gear chain block, to be removed, & afterwards replaced. -

#### Spar Deck

About 1080 ft. of 5x4 deck planking to be renewed. -

The broken steering rod to be repaired. -

A new 23 ft. boat to be placed on board, with the necessary gear & equipment; also an iron patent boat-chock to be renewed at the after end of boat slide, & the broken davit to be repaired. -

The shelves & fittings in the store room between the spar & main decks to be renewed. -

In order to facilitate the repairs to the side of the house the after boat slide on the star<sup>d</sup> side, to be removed, & afterwards replaced. -

Peep Deck House In addition to the above the after end of the deck house was found to be pushed over to the port side  $1\frac{1}{2}$ ". - The rail on the top port side is started. - These are to be overhauled. -

The coaming plate of house on the star<sup>d</sup> side for<sup>d</sup> of the one renewed, is bent, & is to be faired in place. -

A side light on the port side is started, & the glass broken, & is to be renewed. -

A plate above the bulwarks, forming the star<sup>d</sup> corner of the deck house, & 2 knees attaching the same to the beams above, are broken, & are to be renewed. -

#### Spar Deck star<sup>d</sup> side

The side stringer plate, & the water way bar next for<sup>d</sup> of the one which has been renewed are slightly indented, & part of this bar is broken off. -

The former are both to be faired in place, & about 16 ft. of the bar are to be renewed. -

Maurice Peterson