

REPORT of SURVEY for REPAIRS, &c.

No. 53844

Date of writing Report 12 Nov 92 When handed in at Local Office 12 Nov 1892 Port of London SAT 12 NOV 1892

No. in Reg. Book 280 Survey held at Southwick Date, First Survey 6 May Last Survey 9 Nov 1892

on the "Hercules" Steel Slew Ldg Master not yet appointed

TONNAGE: Built at Portsmouth By whom J. & W. P. & Co. When 1890 - 8

GROSS 55 Owners Matthews & Compny Port belonging to Shoreham

UNDER DK 13 Owners' Address (if not already recorded in appendix to Register Book.)

NET 13 Surveyed Afloat or in Dry Dock? Slip Name of Dock Southwick Designed Voyage To London

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

FPT tons; APT tons; MT tons. 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).

Last Survey, No. 53887 Port London +100A1 +LMC 11/89

(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

in consequence of being wrecked at Shoreham on the 11/3 Decr 1891.

This vessel was placed upon a slip at the works of Messrs Courtney & Birckett, Southwick Sussex.

The keel was removed from stem to post and one length renewed, the remainder faired & replaced.

The stern frame removed, a new bow welded hereto and replaced and refitted.

The rudder working, plating removed therefrom, the frame faired and plating replaced.

The following shell plates renewed on the Starboard side viz:— A Snake Nos. 2. 3. 4. 5. 6 — B Snake Nos 3. 4. 6. C Snake Nos 4. (Total 9 plates)

SUMMARY OF DAMAGE REPAIRS: 45 Plates, Faired or Repaired; 10 Frames, ditto. 20 Plates, Renewed; 25 Frames, ditto. Other Repairs. Keel frame renewed

PRESENT CONDITION OF THE

Decks Good Transoms, Pointers, & Gratches Good Copper, or Y.M. Good Hatches Good

Waterways Good Timbers of Frame at the openings Good Boats Good

Coamings Good Ditto ditto at other places Good Rudder Good

Up'r Dk. Beams & Fastenings Good Keelsons Good Windlass & Capstan Good

Low'r Dk. Beams & Fastenings Good Clamps, Shells & Stringers Good Pumps Good

Plating Good Salting Good Engine Room Skylights Good

Planing Good Cement or Asphalt (State whether) Good Coal Bunker, Open'gs, Lids, &c. Good

Treaded or Rivets Good Tanks (State if now tested.) Good Cargo & Main H'tch'wys Good

Breasthooks & Stems Good Caulking of Bottom, D'k, & Wat'rwys Good

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 Na. 1-91 and pND91, &c."

This vessel now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey. S 11/92

Change from owners noted.

Office Fee (if chargeable) per Scale II, Sec. 27 £ Fees applied for, 14.11.1892

Survey Fee (per Section 28) £ Received by me, Always & Pro Turner

Special Damage or Repair Fee (if chargeable) (per Sec. 28.) £ 6.6.0

Travelling Expenses (if chargeable) £ 8.7.2

Second Surveyor's Fee (if any) £

*Is Certificate now required?

Committee's Minute

Character assigned 100A1 drf 92

+LMC 11.92 For Tug purposes

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

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Lloyd's Register Foundation

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On the Port Side the following places were renewed
viz: - A Drake # 2. 3. 4. 5 6 B Drake Nos. 3. 4. 5-6. 7
C Drake No 6. Total 11 places

The following peaves were removed, faired or replaced
on the Starboard Side. A Snake Nos. - B Snake Nos 2.
5. 7. 9, C Snake Nos. 3. 5. 6. 7. 8. 9; D Snake Nos 3. 4. 5
6. 9. 10 E Snake No 11. Total 18 peaves

The following places were removed, faired & replaced on the Port Side. A Make Nos 8. 7; B Make nos 2. 8. 9. 11; C Make nos 3. 4. 5. 7. 8 D Make 3. 5. 6 7. 10; E Make nos 9. 10 Total 17 seats

The following places were made fair in places
on the Starboard Side C. Stake No 2; D Stake No
7-8; E Stake Nos 5-7. Some specimens

The following places were made fair up to the
Port Ride C Snake nos 2 D Snake nos 4-8-9; E Snake
nos. 3-5. Done 5 places.

The following frames were renewed. partially Nos. 108. 109.
10. 11. 13. 15. 17. 19. 21. 23. 25. 27. 29. 31. the reverse frames
attached are wholly renewed. Total 15.

The following frames & cover frames were entirely removed and renewed 1/3 Nos. 12-14-16-18-20-22-24-26-28-30 Total 10.

See Belvoir Stanchions or frames repaired by fitting adjacent or doubling frames with welded feet rivetted to Pringer etc.

Three floors on frames nos 12-17-20 taken out and renewed.

& the following floors No 9-10-11-13-14-15-16-18-19-20-21-22-23.

24. 25. 26. 27. 28. 30 Some 19 taken but failed to place

The centre ^{study} Nelsons partially renewed in the fore hold
and in Engine & Boiler space

The bulkhead at fore end of E & Boiler Space. The floor plate renewed. running plates faired & refitted. new frames at lower part fitted & 3 new angle ~~iron~~ ^{steel} stiffeners fitted.

The bulkhead at after end of E. Moller space. the frames joined
+ four new angle steel stiffeners fitted

The bunker bulkheads removed. the places faired and then subsequently refitted.

The cement in the foot & pier holds, Engine & Boiler Space
wholly renewed.

The deck planking renewed. partially for about 350 running
ft. & the deck recaulked. the fore ^{after} cabin skylight & companion
renewed with steel crammings & oak tops, & scuttle to after
peak repaired & refitted. The steering gear overhauled &
refitted with a new standard to wheel. The bridge refitted

Hercules ss

Cont

with new oak mugs, steering gratings, binnacle compass &c. The windlass overhauled & refitted. The transporting or baron clocks renewed, new anchor davit fitted. New for mizen mast fitted also a new suit of sails supplied. Two new boats supplied with new davits, skid beams, stanchions & other gear necessary. The deck pumps overhauled, refitted with new deck flange to after more one. The bunker lids renewed, The sluice valves overhauled.

The work ports in the bulwarks overhauled & repaired where necessary; two lengths of American flu rail renewed & repaired elsewhere.

The whole of the living & dead ceiling throughout the vessel was removed and all the oxidation was removed from the surface of the frames and plating either within or without all fore and aft and the surfaces then recoated with paint. The Galley rebuilt of steel.

The cabin linings, ceiling lockers berths, tables drawers seats &c &c including water closets pipes &c replaced with new.

The chain cables were recovered & ranged out for inspection 60 fms $\frac{3}{4}$ inch

Forty five fathoms of $\frac{7}{16}$ " short link mooring chain was supplied to replace that lost. No of certificate No 23384 Netherton 26 October 1892. M 5-1-15 tested to 4-10-0-0 & 2-5-0-0 respectively. Maker N Hugley & Sons D G Lewis Superintendent. Size reg'd by Rules 45 fms $\frac{7}{16}$ "

One new anchor supplied. No of certificate No 32952 28 Oct 92 Netherton. Weight ex stock 1-1-0 - stock 1-1-7 tested to 3-13-0-14. Maker N Hugley & Sons D G Lewis Supt.

The whole of the steel plates and angles used in the above repairs has been tested at the works in accordance with the Society's Rules. Verified with certificates of the manufacturer.

G. P. Cooper
Edward M. Tierney