

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *9th Dec 92* When handed in at Local Office *9 Dec 1892* Port of *London*
 No. in Reg. Book *426* Survey held at *London* Date, First Survey *7th Nov 92* Last Survey *8 Dec 1892*
 on the *Wood, Iron or Steel* *sew & Manganese* Master *A Williamson*
 TONNAGE: Built at *Blyth* By whom *Blyth S. B. Coy* When *1885*
 GROSS *570* Owners *Smith S B Coy Ltd* Port belonging to *Glasgow*
 UNDER DK. *418* Owners' Address *10 W. W. C. Smith & Co. Mgrs*
 NET *310* (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Nelson Slip* Destined Voyage *Swansea*
 WB=DbA *54* tons; f *tons*; uE&B *tons*; CellDB *tons*; FPT *3* tons; APT *15* tons; MT *tons*.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Last Survey, No. *11338* Port *London*

(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, 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 expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------|--|
| <i>+100A1.</i> | <i>1389/91</i> | <i>+LWC 2/89</i> |
| <i>9/91</i> | | |
| <i>S. S. L. No. 1. 89</i> | | |
| Society's Freeboard (if assigned) as painted on Ship and now verified | <i>1</i> | <i>0</i> ins. |

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs & S.S. No. 2.*

In consequence of Striking the South pier head at St Germain Quay and also the ground on Thursday October 27th 1892
 The stem removed and partially renewed. On the port side of stem, Nos 1 & 2 of A or Starboard Strake faired in place, & not renewed. B Strake & plate renewed, Nos faired in place. In D Strake not renewed. In E Strake not renewed. In F Strake not renewed. In G Strake not renewed. In H Strake not renewed.
 On the Starboard bow, Nos 1 & 2 of A Strake renewed. Nos 3 faired in place. In C Strake not renewed. Nos 2 & 3 faired in place. In D Strake 1 & 2 renewed. Nos 3 faired in place. In E Strake not renewed & Nos 2 & 3 faired in place. In F Strake not renewed. Nos 3 faired in place. In G Strake not renewed & Nos 2 faired in place. In H Strake No 1 faired in place.
 The foremast frame, reverse bars renewed together with floor plate over

SUMMARY OF DAMAGE REPAIRS: — *37* Plates, Faired or Repaired; *33* Frames, ditto. *24* Plates, Renewed; *13* Frames, ditto. Other Repairs *4 floors renewed & Beam & keel partially*

| PRESENT CONDITION OF THE | TRANSOMS, POINTERS, & CRUTCHES | COPPER, OR Y.M. | HATCHES |
|------------------------------|---------------------------------------|-----------------------------------|---|
| Decks <i>Good</i> | Timbers of Frame at the openings | (State if on Roll.) | Boats <i>Good</i> |
| Waterways | ditto ditto at other places | When put on, Month Year | Masts, Yards, &c. |
| Coamings | Keelsons | Rudder pulleys hooked <i>Good</i> | Condition, how ascertained <i>by Exam</i> |
| Up'r Dk. Beams & Fastenings | Clamps, Shells & Stringers | Windlass & Capstan | Sails <i>Good</i> |
| Low'r Dk. Beams & Fastenings | Sailings (State if examined.) | Pumps | Equipment letter <i>2</i> |
| Plating | Ceiling | Engine Room Skylights | Anchors, No. of <i>3 B, 1 S, 2 K.</i> |
| Plating | Cement or Asphalt (State which) | Coal Bunker, Open'gs, Lids, &c. | Cables (State if now ranged) <i>4/5</i> |
| Trussing Rivets | Tanks <i>4</i> (State if now tested.) | Scuppers | " length <i>195 ft</i> size <i>1 1/2</i> |
| Breasthooks & Stanchions | Caulking of Bot'm, D'k, & Wat'r w'ys | Cargo & Main H'tch w'ys | " Rule length <i>80</i> size <i>1 1/8</i> |
| | | | Hawsers & Warps <i>sufficient</i> |
| | | | Standing & Running Rigging <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 ptnd 91, &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 Lou 12/92 & to have the notation for the Special Survey No 2 (as Lou No 2-92)

| | | | | |
|--|---|---|----|-------------------|
| Office Fee (if chargeable) per Scale II., Sec. 27 | £ | : | : | Fees applied for, |
| Survey Fee (per Section 28) | £ | 4 | 10 | 0 |
| Special Damage or Repair Fee (if charged) (per Sec. 28.) | £ | 4 | 10 | 0 |
| Travelling Expenses (if chargeable) | £ | : | : | |
| Second Surveyor's Fee (if any) | £ | : | : | |

Fees applied for,

12/12/92

Received by me,

13/11/92

1892

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

Committee's Minute

Character assigned

TUES. 13 DEC 1892

100A1

ss. No. 2-92

drp 92

Lloyd's Register Foundation

26740-04294

53919 Jan

on the Starboard side of collision bulkhead at upper part, the side plating and bulkhead angles faired, rivetted & caulked.

The cement in the fore peak entirely removed & renewed.

In the ^{Main} Hold all the close ceiling removed for examination of floors and cement & the floors & cement cleaned, examined & covered with cement wash and the cement renewed where disturbed.

on the Starboard side of Smokehead bulkhead, plate renewed and faired in place, stiffening bar renewed, also gravel round Mangers

on the Port side of the Smokehead bulkhead, 1 plate renewed & faired in place, Manger gravel &c renewed. The wooden lining or cladding partially removed, replaced with part new.

The Starboard side bunker end bulkhead faired in position & doubled. Four frames partially renewed behind Donkey Boiler

also 8 frames on each side in the Main Hold. & one stringer

angle at upper turn of Bilge in Main Hold repaired by a bottom

on the Starboard side in Engine & Boiler space Nos 7, 9, 10 in B make faired in place & No 8 off & replaced. In Forepeak Nos 7

~~7~~ faired in place, No 8 renewed & No 9 ^{T10} off faired & replaced

on the Starboard Quarter one plate of R & D Sheer make renewed also

a short length of cope iron moulding, a bulwark plate just before the

faired in place & a doubling plate fitted over fracture.

The coals removed from the Starboard Bunker removed also the Donkey

Boiler platform &c in way of repairs & the feet in this bunker removed

& replaced with part new.

The Engine & Boiler space and the Ballast tank in the after hold

cleaned out & carefully examined. Cement where disturbed renewed.

on the Starboard side (from E & B Room aft) Nos 7 & 8 in A make faired in

place, No 9 renewed No 10 replaced, No 11 & 12 renewed, No 13 faired in place

In B make No 7 faired in place, No 8 off & replaced, No 9 ^{10 or 11} renewed, In

C make Nos 9, 10, 11, 12 faired in place.

on the Port side No 10 faired in place & No 11 removed & replaced. The Keel was

partially renewed for a length of 41 feet under after lived ballast

tank and a number of loose rivets in keel renewed.

Four new frames were partially renewed under Engine Room & 2 floors doubled

and the ballast tank bulkhead repaired by a piece being cut out and

piece inserted & a doubling fitted over same.

Four floors, 4 frames & 4 reverse frames were partially renewed in after

ballast tank and angle iron back pieces were fitted to frames where

broken at the middle line. 6 floors faired in place.

The tank ceiling in after hold all lifted, ^{tank} heated with water to tight line

& the tank top renovated & The forepeak tank ^{tank} fitted as per Rules

In the after hold two plates in the side faired in place. The lower

side stringer plate repaired by a doubling plate and a new angle iron on

the face of same, Seven frames repaired by reverse bars on ^{Port} side &

Dundonald &c. Report Continued.

7 frames also on the port side

Six pillars taken down in the fore hold, straightened and then replaced

Five short reverse bars fitted to some defective frames in the fore or main hold

The port after skid beam to life boat, heated & faired in place & the fore way disconnected from stem, & subsequently refitted

The bottom cleaned & coated also all new work

Special Survey No 2.

This vessel was placed in dry dock the bottom examined cleaned and coated, the Rudder lifted & the pulleys bushed.

The coal bunkers cleared, ceiling lifted, the frames plates & stringers, sealed and beaten & then coated

The ceiling in the fore hold nearly all removed cement examined and repaired, the ceiling relaid, the spar ceiling removed sides sealed & painted, the floors cement washed

The Engine & Boiler space cleared & the cement & framing examined & then coated

The ceiling on after hold ballast tanks all removed top cleaned & coated, ceiling relaid after tank had been tested to tight water line

The fore and after peak tanks cleared & examined & then tested to ascertain their efficiency as required by the Rules.

The spar ceiling removed in after hold and the iron work cleaned & coated

The masts spars & equipment overhauled and the masts removed. The chain cables ranged out for inspection 195 fms

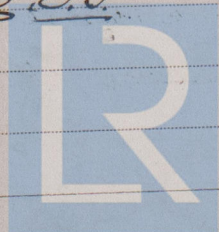
The Special Survey No 2 has been fully completed with in every respect as required by the Rules

Sundry other small repairs executed.

Edward J. D. Turner.

One 15 fathoms length of chain cable (stud link) has been supplied diam^r 1 1/8 inch. weight 9-3-19 No of certificate 23456 Registered near Dudley 6 1/2 Dec^r 1892. tested to 34-2-2-0 & 22-15-0-0 respectively. G. Horspool Asst Supt

S.D.T.



© 2019

Lloyd's Register
Foundation

LON697-04292