

# REPORT of SURVEY for REPAIRS, &c.

No. 574082

When handed in at Local Office

Port of London

FEB 10 1893

Survey held at London

Date, First Survey 5<sup>th</sup> Jan<sup>y</sup> Last Survey 28<sup>th</sup> Jan<sup>y</sup> 1893

on the Wood, Iron or Steel Screw Steamer "Plover".

(No. of Visits) Master J. K. Hughes.

Tonnage:-

Built at Sunderland

By whom Mounsey & Foster

When 18<sup>th</sup> 75 MONTH 4<sup>th</sup>

908

Owners General Steam Nav. Co.

Port belonging to London

792

Owners' Address

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

561

veyed Afloat or in Dry Dock? in Dry Dock Name of Dock Green's Dry Dock Destined Voyage Continental.

DBa tons; f tons; E&B tons; Cell DB tons; FPT tons; APT tons; MT tons.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A.1. 3.91		11.88 L.M.C. 11.88
S.L. Dun. N <sup>o</sup> 3-11.88		

Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 10 ins.

ast Survey, No. 57702 Port London

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 in 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N<sup>o</sup> 1.

This vessel has been placed in dry dock. The bottom examined and found in good condition. In the holds there is double bottom. All ceiling removed from the top of double bottom removed and timber boards lifted. The coal bunkers cleared and ceiling in the same lifted as required by the Rules. The peaks and engine and boiler space examined. The cement &c. in the bottom of the vessel examined and repaired in a few places. The windlass is of iron in good condition. The chain cables ranged and examined. The masts and spars examined. The decks examined and all other requirements of the Rules complied with, except 2 lengths cable supplied but not seen. On account of partial wasting of rivet heads in one butt strap at after part of main hold - the strap has been re-riveted. 30 fathoms of chain cable are stated to have been supplied in place of 30 fathoms missing. The chain cable supplied however has not been seen & certificate of test for same not produced.

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

PRESENT CONDITION OF THE

Decks good	Transoms, Painters, & Crutches good	Copper, or P.M. (State if on Shell) When put on, Month Year	Hatches good
Waterways D <sup>o</sup>	Timbers of Frame at the openings D <sup>o</sup>	Rudder good	Boats D <sup>o</sup>
Coamings D <sup>o</sup>	Ditto ditto at other places D <sup>o</sup>	Windlass cranes D <sup>o</sup>	Masts, Yards, &c. D <sup>o</sup>
Up'r Dk. Beams & Fastenings D <sup>o</sup>	Keelsons D <sup>o</sup>	Pumps D <sup>o</sup>	Condition, how ascertained by exam <sup>n</sup>
Low'r Dk. Beams & Fastenings D <sup>o</sup>	Clamps, Shells & Stringers D <sup>o</sup>	Engine Room Skylights D <sup>o</sup>	Sails good
Plating D <sup>o</sup>	Siding (State if examined) D <sup>o</sup>	Coal Bunker, Open'gs, Lids, &c. D <sup>o</sup>	Equipment letter n
Painting D <sup>o</sup>	Cement on Deck (State which) D <sup>o</sup>	Scuppers D <sup>o</sup>	Anchors, No. of 3 B. 1 S. 2 K
Treenails or Rivets D <sup>o</sup>	Tanks (State if now tested) yes D <sup>o</sup>	Cargo & Main H'tch'w'ys D <sup>o</sup>	Cables (State if now ranged) yes
Breasthooks & Stemson D <sup>o</sup>	Caulking of Bot'm, D'k, & Wat'r'w'ys D <sup>o</sup>		length 240 fms. size 1 1/8 x 1 1/2
			Rule length 240 fms. size 1 1/8
			Hawsers & Warps good
			Standing & Running Rigging D <sup>o</sup>

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."

When the two lengths of chain cable stated to have been placed on board have been seen and compared with certificate of test - this vessel will be eligible in my opinion to have notation S.L. N<sup>o</sup> 1 in the Register Book. The vessel may in my opinion remain as classed, but record of survey to be deferred until the two lengths of chain cable alluded to have been examined.

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 25) £ 4 : 0 : 0

Special Damage or Repair Fee (if any) (per Sec. 25.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) shar maker £ 0 : 10 : 6

\*Is Certificate now required?

TUES. 14 FEB 1893

Committee's Minute

Character assigned

W.L.

Fees applied for,

18/21 18.93

Received by me,

18/21 18.93

21

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

TUES. 9 MAY 1893

Lloyd's Register Foundation

LON698-0122



54082. *Jon*

The following renewed viz: the fore & main masts, the fore, main & mizen topmasts, the fore gaff and the mizen rigging.

*J. H. Truscott.*

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

