

# REPORT of SURVEY for REPAIRS, &c.

No. 571914

Date of writing Report 18<sup>th</sup> March 1893 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 432 Survey held at London Date, First Survey 6<sup>th</sup> Jan<sup>y</sup> Last Survey 17<sup>th</sup> March 1893  
 on the Wood, Iron or Steel Screw Steamer Grappler. (No. of Visits 7) Master J. W. Dickinson 87-92  
 TONNAGE:— Built at Sunderland By whom J. Laing. When 1880 MONTH 1<sup>st</sup>  
 GROSS 868 Owners West India & Panama Telegraph Co (Lim) Port belonging to London.  
 UNDER DEK. 734 Owners Address  
 NET 498 (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock? in Dry Dock Name of Dock Limehouse Dry Dock Destined Voyage St Thomas via Madeira

WB=DBa tons; f tons; uE&B tons; CellDB tons; }  
 FPT tons; APT tons; MT tons.

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

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

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
<u>100 A-1.</u> <u>1,92</u>		<u>B.L. 1,92</u> <u>L.M.C. 6,88</u>

Last Survey, No. 8265 Port Lon

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 6 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N° 3.

This vessel has been placed in dry dock. The bottom examined and found in good condition. The holds, peaks and bunkers cleared. All the close ceiling removed. The plating examined under side lights and found in good condition. The ceiling removed from the top of the double bottom, and the ballast tank tested by a head of water to the height of the light water line. The cement in the bottom of vessel examined. The outside plating drilled on each side, in way of the side bunkers—on the port side, the side plating of the raised quarter deck found to be  $\frac{1}{2}$ " bare; the first strake below sheerstrake (inside strake)  $\frac{1}{2}$ " bare (Rules  $\frac{1}{2}$ "); the third strake below sheerstrake (inside strake)  $\frac{1}{2}$ " (Rules  $\frac{1}{2}$ "). On the starboard side, the sheerstrake  $\frac{7}{16}$ " (Rules  $\frac{7}{16}$ "); the second strake below sheerstrake  $\frac{7}{16}$ " (outside strake) (Rules  $\frac{7}{16}$ "); the third strake below sheerstrake (inside strake)  $\frac{1}{2}$ " (Rules  $\frac{1}{2}$ "). All oxidation was removed. The windlass is of view in good condition. The chain

SUMMARY OF DAMAGE REPAIRS:—Plates, Fair'd or Repaired: Frames, ditto. Plates, Renewed: Frames, ditto. Other Repairs: P. Q. Dk new. part B. Dk new.  
10 floors new.

## PRESENT CONDITION OF THE

Decks <u>good</u>	Transoms, Deinters, & Crutches <u>good</u>	Copper, or Y.M. <u>good</u>	Hatches <u>good</u>
Waterways <u>do</u>	Timbers of Frame at the openings <u>do</u>	(State if on Port) When put on, Month <u>Year</u>	Boats <u>do</u>
Coamings <u>do</u>	Ditto ditto at other places <u>do</u>	Rudder <u>do</u>	Masts, Yards, &c. <u>do</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Keelsons <u>do</u>	Windlass & Capstan <u>do</u>	Condition, how ascertained <u>by exam<sup>n</sup></u>
Low'r Dk. Beams & Fastenings <u>do</u>	Clamps, Shells & Stringers <u>do</u>	Pumps <u>do</u>	Sails <u>good</u>
Plating <u>do</u>	Siding (State if examined) <u>do</u>	Engine Room Skylights <u>do</u>	Equipment letter <u>do</u>
Planking <u>do</u>	Ceiling <u>do</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Anchors, No. of <u>3 B. 1 P. 2 K</u>
Treeails or Rivets <u>do</u>	Cement or Asphalt (State which) <u>do</u>	Scuppers <u>do</u>	Cables (State if now ranged) <u>yes</u>
Breasthooks & Stemson <u>do</u>	Tanks (State if now tested) <u>yes</u>	Cargo & Main H'tch'w'ys <u>do</u>	„ length <u>240 fms.</u> size <u>1 1/16 &amp; 1 5/16</u>
	Caulking of Bot'm, D'k, & Wat'rw'ys <u>do</u>		„ Rule length <u>240 fms.</u> size <u>1 1/16</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>do</u>

## 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."

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for S.L. N° 3 having been complied with, to be marked in the Register Book S.L. Lon. N° 3-3,93, with record of survey 3,93.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for, <u>25 MAR 93</u>
Survey Fee (per Section 25)	£	7	0	0
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	:	:	Received by me, <u>30/3/93</u>
Travelling Expenses (if chargeable)	£	:	:	<u>1901</u>
Second Surveyor's Fee (if any)	£	:	:	<u>30</u>

\*Is Certificate now required?

Committee's Minute

Character assigned

J. H. Truscott.  
C Buchanan  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



© 2019

Lloyd's Register Foundation  
 LON 698-0305

7 MAR 1893

100A1

LMC 3,93  
 + WB 3,93

ss. No. 3-3,93

W3+WB

Form No. 2 for Repairs, &c.—L.R.P.H.—1000—9/92—Transfer Book.  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)



cables ranged. The masts and spars examined; the mast wedges removed, and all other requirements of the Rules complied with.

The boiler has been removed - and on account of deterioration in the boiler space, ten floor plates have been renewed and two floor plates doubled at the middle. One plate of the middle line keelson and a length of each of the four longitudinal angle irons to the same, together with a length of rider plate renewed. The reverse frames (double) in the boiler space renewed to the height of the bilges. The cement in the boiler space renewed. The boiler bearers renewed. A length of tie plating and of angle iron on same renewed on each side of the raised deck in way of boiler. The boiler coamings and casing renewed above the raised quarter deck. Coal bunker bulkheads partly renewed. One plate of bulkhead at after end of bridge renewed and one plate doubled. Greater part of the galley renewed of iron. The raised quarter deck & nearly the whole of the bridge deck renewed of pine. One length of chain cable renewed - particulars as follows viz: 15 fathoms of  $1\frac{3}{8}$ " stud link chain cable - N<sup>o</sup> of certificate 7678 - weight 14-3-4 - breaking strain 51 tons - tensile strain 34 tons - J. Hartness Sup<sup>dt</sup> - Sunderland 10<sup>th</sup> April 1889.

J. H. Truscott.  
C. Buchanan.