

# REPORT of SURVEY for REPAIRS, &c.

No. 54220

Date of writing Report 6/4/93 When handed in at Local Office 6/4/93 Port of London T. 6 APR 1893

No. in Survey held at London Date, First Survey 23/2/93 Last Survey 5/4/93 1893

Reg. Book. 161 on the Wood, Iron or Steel Iron Bazalgette Master Dirk 92-92

TONNAGE:- Built at Barrow By whom Barrow S. & S. Co. When 1887-5

GROSS 990 Owners London County Council Port belonging to London

UNDER DK. 967 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 613 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Princes Nelson Dry Dock Destined Voyage Depos. at Mouth of River Thames

WB=DbA tons; FPT tons; uE&B tons; CellDB 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. 5327 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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs:-

in consequence of a collision with the Barge Ida off Purfleet on Jan'y 11<sup>th</sup> 1893.

Two plates in the fore bow at fore end of Bilge removed one renewed, & the other rolled fair and replaced, two bracket knees of lower deck beams failed four others re-rivited, 2 frames failed, 1 cut & pieced. & 1 reverse frame fitted as compensation. Peak tested with water.

Repairs in consequence of a collision with the SS Presto off Beckton, on the 11<sup>th</sup> March 1893.

On the Starboard side forward the after end of the Sludge tank one plate in sheer strake & 2nd strake below renewed one plate in the 1<sup>st</sup> & 3<sup>rd</sup> strakes below sheer removed & rolled fair and replaced, one stringer plate on each

SUMMARY OF DAMAGE REPAIRS:— 6 Plates, Failed or Repaired: 3 Frames, ditto. 5 Plates, Renewed: / Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE Good

Decks Good Transoms, Pointers, & Gratches Good Copper, or V.M. (State if on felt.) Good Hatches Good

Waterways Good Timbers of Frame at the openings Good When put on, Month Good Boats Good

Coamings Good Ditto ditto at other places Good Rudder Good Masts, Yards, &c. Good

Up'r Dk. Beams & Fastenings Good Keelsons Good Windlass & Capstan Good Condition, how ascertained Good

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

Plating Good Siding (State if examined) Good Engine Room Skylights Good Equipment letter Good

Planking Good Ceiling Good Coal Bunker, Open'gs, Lids, &c. Good Anchors, No. of 313 18.21

Transoms & Rivets Good Cement or Asphalt (State if now tested) Good Scuppers Good Cables (State if now ranged) Good

Breasthooks & Stems Good Caulking of Bot'm, D'k, & Wat'r'w'ys. Good Cargo & Main H'tch'w'ys. Good „ length 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 No. 1-91 and ptND91, &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 4/93

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 6 APR 93

Survey Fee (per Section 28) £ : : Received by me, Edward J. W. Turner

Special Damage or Repair Fee (if any) (per Sec. 28.) £ : : Surveyor to Lloyd's Register of British & Foreign Shipping.

Travelling Expenses (if chargeable) £ : : 19.4.18

Second Surveyor's Fee (if any) £ : : 19.4.93

\*Is Certificate now required? FR 7 APR 1893

Committee's Minute 100A-

Character assigned +LMC 3,93

Lloyd's Register Foundation

LON 698-0345



of the Upper and Lower decks, together with their angles, 2 plates on the upper deck un-riveted and faired, also one on the lower deck one beam removed faired & replaced, one faired in place, 3 Tween Deck frames, removed faired & replaced together with their brackets at the heads & heels of these frames, seven bracket plates at foot of frames on lower deck stronger, removed in order to fit new lower deck stronger angle, one frame & one reverse bar partially renewed below the lower deck. The 2 adjacent frames faired in place. one bracket plate renewed, the davit sockets, Transporting block, rails, cranchion, steering gear, wood belting & angles &c refitted as before. The new work painted &c. This latter damage was executed in Nelson Dr. W.

#### Wear & Tear Repairs & Alterations

Steam steering gear refitted, heads altered to ship's side, rudder lifted, and pulleys bushed, Coal shoot formed at fore end of Boiler casing in middle line, with pockets each side of casing to form shoot into side Coal Bunkers, doubling plate fitted at each fore corner of fidley casing  $14 \times 4\frac{1}{2} \times \frac{7}{16}$  a new pivot brace fitted at fore end of foremast deck house supported by an angle iron framing  $3 \times 4 \times \frac{1}{2}$  &  $3\frac{1}{2}$  pillars, with pillars in Tween Decks. The Bilge Keels each side faired in place & two small skylights  $4-0 \times 2-0$  cut in steel deck aft & protected by angle iron run rivetted to deck & teak coverings.

The Bottom examined cleaned & coated.

Edward J. M. Tierney.