

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *April 28<sup>th</sup> 1893* When handed in at Local Office *18* Port of *London* SAT. 29 APR 1893

No. in Reg. Book. *387* Survey held at *London* Date, First Survey *March 28<sup>th</sup>* Last Survey *April 24<sup>th</sup> 1893*  
on the *Wood*, Iron *Sc. Sr. "Envoy"* (No. of Visits *8*) Master *J. Taylor*

TONNAGE:— Built at *Hull* By whom *Gilbert & Cooper* When *1872*  
GROSS *1353* Owners *M. S. Bailey* Port belonging to *Hull*

UNDER DK. *1059* Owners' Address  
NET *881* (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Union* Destined Voyage *S. Petersburg*

W.B.=DBa tons; f tons; uE&B tons; CellDB tons;  
FPT tons; APT 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. *8423* Port *Hull*

(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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs of Damage & Part S.S. 11:2.

The following repairs have been effected in consequence of damage stated to have been caused by ice in the Baltic Sea on January 15<sup>th</sup> 1893 and on subsequent dates.

On Port side. The stem plate in C strake renewed, the stem plate in D strake renewed. The stem plate in E strake taken off fair and replaced, and F strake doubled for about 12 ft from the stem, two plates in D strake (Nos 10 & 11) taken off fair and replaced & a number of rivets renewed.

On Starboard side. The stem plate in E strake renewed and F strake doubled for about 12 ft from the stem, a large number of rivets in D strake in plates Nos 12, 13, & 14 taken out and renewed.

The foremast frame fair on both sides of vessel, & breast hook re rivetted, the rudder lifted, repaired, re-brushed and

SUMMARY OF DAMAGE REPAIRS:—*3* Plates, Fair or Repaired; *2* Frames, ditto. *3* Plates, Renewed; *4* Frames, ditto. Other Repairs. *as above*

PRESENT CONDITION OF THE		Parts		Copper, or Y.M.		Hatches	
Decks	<i>Fair</i>	Transoms, Beams, & Crutches	<i>Good</i>	(State if on Vell.)	<i>✓</i>	Boats	<i>3</i>
Waterways	<i>Good</i>	Timbers of Frame at the openings	<i>seen</i>	When put on, Month	<i>✓</i> Year	Masts, Yards, &c.	<i>as above</i>
Coamings	<i>✓</i>	Ditto ditto at other places	<i>Good</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>as above</i>
Up'r Dk. Beams & Fastenings	<i>Parts seen</i>	Keelsons	<i>Good</i>	Windlass & Capstan	<i>✓</i>	Sails	<i>as above</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Clamps, Shells & Stringers	<i>Good</i>	Pumps	<i>✓</i>	Equipment letter	<i>0</i>
Plating	<i>Good</i>	Salting (State if examined.)	<i>Good</i>	Engine Room Skylights	<i>✓</i>	Anchors, No. of	<i>3B. 18. 2H</i>
Planking	<i>✓</i>	Ceiling	<i>Good</i>	Coal Bunker, Open'gs, Lids, &c.	<i>✓</i>	Cables (State if now ranged)	<i>as above</i>
Transverse Rivets	<i>Parts seen</i>	Cement or Asphalt (State which.)	<i>None</i>	Scuppers	<i>✓</i>	„ length	<i>270 size 1 9/16 3/16</i>
Breasthooks & Stemson	<i>Good</i>	Tanks (State if now tested.)	<i>✓</i>	Cargo & Main H'tch'ys	<i>✓</i>	„ Rule length	<i>270 size 1 9/16</i>
		Caulking of Bot'm, D'k, & Wat'r'ys	<i>✓</i>			Hawsers & Warps	<i>Good</i>
						Standing & Running Rigging	<i>✓</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 ptND91, &c.”

The vessel so far as seen is in good and efficient condition and eligible in my opinion to remain as classed, the notation S.S. 11:2 with date of last survey 4/93 being deferred until completion of survey

Office Fee (if chargeable) per Scale 11, Sec. 27  
Survey Fee (per Section 28)  
Special Damage or Repair Fee (if any) (per Sec. 28.)  
Travelling Expenses (if chargeable)  
Second Surveyor's Fee (if any)

\*Is Certificate now required?

Committee's Minute

Character assigned

Deferred for 2mc 4.93 Conf. of No. 2

Fees applied for,

29 APR 93

17 AUG 93

Received by me,

22/8/93

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

FRI 18 AUG 1893

FRI 1 SEP 1893

FRI 3 NOV 1893

TUES. 12 DEC 1893

Lloyd's Register Foundation

W0698-0450

repacked complete, steering gear repaired and the bottom cleaned and re-coated.

Part: S.S. No 2, The fore peak cleaned scaled and re-coated, ceiling in excess of rule lifted in No 1. 2. 3. & 4 holds & cross bunkers; and the floors frames & cement examined and cleaned out as required; the bilges under engines and boilers examined, 5 side keelson intercostal plates doubled (& rivetted) under engines; 3 middle line keelson intercostal plates renewed under boilers, 4 in the side keelson on Starboard side & 4 on the port side under boilers renewed, & 4 near-reverse bars fitted in suitable length.

The Masts & spars examined aloft & mast wedges removed, a slight repair effected to the Main Mast. The Chain cables ranged & found complete & good. —

To complete the S.S. No 2. The following remains to be done, notice of which has been sent to the owners.

The whole of the holds after peak and Engine & boiler space & cross bunkers down to the close ceiling requires to be examined & cleaned and re-coated where necessary; the bunkers (~~except cross bunkers~~) <sup>except cross bunkers</sup> to be cleared for examination & ceiling in same lifted according to rule, and the decks examined.

R. T. Johnson.