

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th May 1893 When handed in at Local Office 1893

Port of London

No. in
Reg. Book.

Survey held at

Date, First Survey

21st March

Last Survey

9th May 1893

386 on the Wood, Iron or Steel

S.S. "Seine"

(No. of Visits)

Master

J. Seymour 80-89

YEAR.

MONTH.

TONNAGE:-

GROSS 3553

UNDER DK. 3538

NET 1948

Built at London

By whom

James S. B. C.

When

1859

Owners

Telegraph Co. & Maint. Co. (Ld.)

Port belonging to

London

Owners' Address

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

Surveyed Afloat or in Dry Dock?

Name of Dock

Victoria Dk.

Destined Voyage

Laid up

WB=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).

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
Assigned
for
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).100 AI
AI*1LMC 889
NE 1848

Last Survey, No. 5326 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.)

S.S. L. N. 31485

S.S. L. N. 1-89

Society's Freeboard (if assigned) as
painted on Ship and now verified

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part S.S. N. 2

The holds and peaks have been cleared, ceiling (in excess of the rules) removed, all floors, frames, keelsons and internal parts of the vessel cleaned, examined and coated when necessary. Water ballast tanks (which are in engine & boiler room space) were opened out, cleaned, examined internally & externally, cement washed and afterwards satisfactorily tested by water pressure as per rules. Pumps, sluices and water tight doors were examined and found in efficient working order.

Masts, spars, rigging & general equipment examined and found in good condition, all mast wedging removed plating in way of same examined & coated. The bunkers being nearly full of coal the Owners state that it would be most inconvenient to have them cleared for carrying at present, but will do so at the earliest opportunity. P.T.O.

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

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Good	Hatches	Good
Waterways	Good	Timbers of Frame at the openings	Good	(State if on Felt.)	Good	Boats	Good
Coamings	Good	Ditto ditto at other places	Good	When put on, Month	Year	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Part S.S. Good	Condition, how ascertained	Good
Low'r Dk. Beams & Fastenings	Good	Clamps, Shells & Stringers	Good	Windlass & Capstan	Good	Sails	Good
Plating	Good	Saiting	Good	Pumps	Good	Equipment letter	Good
Planking	Good	(State if examined.)	Good	Engine Room Skylights	Good	Anchors, No. of	3 B 18 2 K
Trunnels or Rivets	Good	Ceiling	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (State if now ranged)	Good
Breasthooks & Stemson	Good	Cement or Asphalt	Good	Scuppers	Good	" length	Good
		(State which.)	Good	Cargo & Main H'tch'ys	Good	" Rule length	Good
		Tanks	Good			Hawsers & Warps	Good
		(State if now tested.)	Good			Standing & Running Rigging	Good
		Caulking of Bot'm, D'k, & Wat'r'ys	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 ptdND91, &c."

This vessel so far as seen appears in good & efficient condition, and is eligible in my opinion to remain as classed in the Register Book without fresh record of Survey. The notation of S.S. N. 2 be deferred till the completion of same.

Office Fee (if chargeable) per Scale II., Sec. 24

Fees applied for,

Survey Fee (per Section 25)

12/57 1893

Special Damage or Repair Fee (if any)

Received by me,

Travelling Expenses (if chargeable)

19/57 1893

Second Surveyor's Fee (if any)

23

*Is Certificate now required?

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

Committee's Minute

TUES. 16 MAY 1893

TUES. 18 JUL 1893

FRI 20 OCT 1893

Character assigned

Deferred for
completion of No. 2Lloyd's Register
Foundation

LON 698-0534

Form No. 2 for Repairs—20s.—L.R.D.H.—10,000—52/93.—Transfer Fee.—
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

pt. no. 2

54339 Lon.

To complete the S.S. N^o 2, - the following has yet to be done, - viz. The vessel to be examined in dry dock, chain cable to be ranged, and all coal bunkers to be cleared and examined as per Rule, - Owners have been advised respecting this.

R.B.

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