

No. 54375

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1893 When handed in at Local Office 26.5.93 Port of London

No. in Reg. Book 969 Survey held at London Date, First Survey 9 Feb Last Survey 21 April 1893
on the Wood, Iron or Steel s/s Cormorant Master

TONNAGE:- Built at London By whom W. Walker & Co When 1882 10
GROSS 744 Owners General Steam Navigation Co Port belonging to London
UNDER DK. 632 Owners' Address
NET 461 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Both Name of Dock G.S. & Dry Dock Destined Voyage
W.B.=D.B. tons; f tons; E&B tons; Cell D.B. tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.
Last Survey, No. 53699 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 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 by collision & S.S. No 3.

This vessel was cut into on the Port side, aft of the bridge & subsequently sank.

Now done two upper bridge side plates, one lower plates, one sheer strake plate, two plates in the first strake below the sheer, & one plate in the second strake below the sheer all renewed: and in way of them one frame, two bridge stringer plates and angle, two main deck stringer plate and angles, and one lower stringer and angles all renewed.

In the holds peaks and bunks & cabins, all ceiling removed, the oxidation beaten off the surfaces, and the cement found well adhering to the iron, surfaces cleaned and re-coated & the ceiling & relaid. Tanks tested as required by Rule 8 found satisfactory, Cables ranged, Masts, Spars and general equipment examined (Wedges removed), keel examined in dry dock bottom renovated. From no diminution being observed in the shell plating it was not considered necessary to drill this. Sides in S.V.B. Space examined.

SUMMARY OF DAMAGE REPAIRS:—27 Plates, Faired or Repaired; 10 Frames, ditto. 10 Plates, Renewed; 1 Frames, ditto. Other Repairs. 2 lengths of keel faired 12 plates renewed 15 stringer plates & angles renewed.

PRESENT CONDITION OF THE			
Decks	Good	Transoms, Pointers, & Crutches	Good
Waterways	"	Timbers of Frame at the openings	"
Coamings	"	Ditto ditto at other places	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"
Low'r Dk. Beams & Fastenings	"	Clamps, Shefts & Stringers	"
Plating	"	Sarking (state if examined)	"
Roofing	"	Ceiling	"
Trussing or Rivets	"	Cement or Asphalt (state which)	Good
Breasthooks & Stemson	"	Tanks (state if now tested)	Yes
		Caulking of Bot'm, D'k, & Wat'rw'ys	"
		Copper, or P.M. (State if on both) When put on, Month	Year
		Rudder	Good
		Windlass & Capstan	"
		Pumps	"
		Engine Room Skylights	"
		Coal Bunker, Open'gs, Lids, &c.	"
		Scuppers	"
		Cargo & Main H'tch'w'ys	"
		Hatches	Good
		Boats	"
		Masts, Yards, &c.	"
		Condition, how ascertained	aloft
		Sails	Good
		Equipment letter	6
		Anchors, No. of	3 to 18, 20
		Cables (state if now ranged)	Yes
		" length	210 size 1 1/2 f
		" Rule length	210 size 1 1/2
		Hawsers & Warps	Good
		Standing & Running Rigging	"

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 now in good and efficient condition and in our opinion eligible to remain classed & to have record of survey 4.93 and the notation of S.S. Lon. No 3-4.93

Office Fee (if chargeable) per scale II., Sec. 27	£	:	:	Fees applied for,	26/57. 18.93
Survey Fee (per Section 28)	£	6	0	0	Received by me,
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	3	3	0	10/6/93 W.L. Gilman
Travelling Expenses (if chargeable)	£	:	:	:	Surveyor to Lloyd's Register of British & Foreign Shipping.
Second Surveyor's Fee (if any)	£	:	:	:	
Is Certificate now required?					

Committee's Minute
Character assigned
No. 3 & 2
+ LME 4.93
90A1
21 Apr 93
S.S. No. 3-4.93
Lloyd's Register Foundation
LON699-0034 1/2

S. S. "Cormorant"

On account of damage to bottom ^{in way of E & B space}:- 2 lengths of keel removed, faired and refitted, 12 floor plates renewed, On Starboard side 2 shell plates renewed, 16 removed, faired and refitted; On Port side 1 shell plate renewed, 11 removed, faired and refitted; 10 reverse frames, lower part of Coal bunker sides & angles, angle bar to Bilge keel on Starboard side and cement in way of damage renewed.

W^m L. Gilmore



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LON699-0034 2