

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *May 3<sup>rd</sup> 1893* When handed in at Local OfficePort of *London*No. in  
Reg. Book.

Survey held at

*London*

Date, First Survey

*Jan 4<sup>th</sup> 1893*

Last Survey

*April 29<sup>th</sup> 1893*

708

on the ~~Wood~~ Iron or Steel *Sc. Sr. Mona.*

Master

*J. E. Scott.*

TONNAGE:—

Built at

*Hull*

By whom

*C. & W. Earle*

When

7

GROSS *491*

Owners

*J. E. Scott*

Port belonging to

*Hull*UNDER DK. *435*

Owners' Address

NET *286*

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

Surveyed Afloat or in Dry Dock?

*By Dr. Name of Dock*

Destined Voyage

*Hull.*

WB=DBa

tons; f

tons; WE&amp;B

tons; Cell DB

tons;

FPT

tons; APT

tons; MT

tons.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 85. A. 1.		B.S. 1.92.
S.S. Lon. N. 3. 11.89.		M.S. 10.89.
1.92.		

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

Last Survey, No. *53785* Port *Lon*

(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 Repairs of S.S. N. 3.*

The following repairs have been effected in consequence of damage alleged to have been caused by the vessel grounding in the River at Goole on Oct. 14<sup>th</sup> 1892, and also by striking against the "Lock wall" whilst entering the Dock at Goole on Nov. 14<sup>th</sup> 1892.

The keel unrivelled for about 40 ft. (from main Mast to the boiler room bulkhead) also the landing edges in A.B. & C. Strakes on both sides of the vessel for a distance of about 20 ft. in order to fair the bottom, this being done and three plates taken off faired and replaced and the whole re-rivelled. 21 broken floors at the after end of fore hold fitted with new ends in suitable shifts of butts & efficiently rivelled. 21 additional frame angles 5" x 3" x 9/16 fitted on opposite sides

P.T.O.

SUMMARY OF DAMAGE REPAIRS:— *3* Plates, Faired or Repaired; Frames, ditto. *1* Plates, Renewed; Frames, ditto. Other Repairs. *as above*

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pontons, & Outshots <i>Good</i>	Copper, or Y.M. (State if on Felt.) When put on, Month <i>Good</i> Year	Hatches <i>Good</i>
Waterways	Timbers of Frame at the openings	Rudder	Boats
Coamings	Ditto ditto at other places	Windlass & Capstan	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Pumps	Condition, how ascertained <i>Ascertained</i>
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Engine Room Skylights	Sails <i>Ascertained</i>
Plating	Salting (State if examined.) <i>Good</i>	Coal Bunker, Open'gs, Lids, &c.	Equipment letter
Planking	Ceiling	Scuppers	Anchors, No. of <i>3 B. 1 B. 2 B.</i>
Rivets <i>Good</i>	Cement or Asphalt (State which.)	Cargo & Main H'tch'ys	Cables (State if now ranged) <i>4.0.</i>
Breasthooks & Stemson	Tanks (State if now tested.)		" length <i>240</i> size <i>1 1/4</i>
	Caulking of Bot'm, D'k, & Wat'r'ys		" Rule length <i>240</i> size <i>1 1/4</i>
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &amp;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 is in good and efficient condition & eligible in our opinion to remain as classed and to have the notation S.S. Lon. N. 3. 4.93. with date of last survey 4.93. and Crp 4.93.

C Buchanan

Office Fee (if chargeable) per 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?

Fees applied for,

4 1/2 193 8

7 1/6 193 8

Received by me,

29/6/93

18.

90/1

29

Francis Wilson

Robert J. Johnson

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

Committee's Minute

Character assigned

FRI 9 JUN 1893

85 A1

Apr 93

B + W 86.93

ss No. 3-4, 93

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Lloyd's Register Foundation

LON 699-0092

To a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

Form No. 2 for Repairs—(L.R. 1. H. 10, 1000—9293.—Transfer Ink.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. 312



to original frames on the above floors, 20 reverse bars on top of the repaired floors partially renewed and 7 additional (double) reverse bars fitted where required. 4 hold stanchions repaired, centre keelson unriveted as required faired and re-riveted, cement renewed and made good as before and ceiling relaid a large portion of which was renewed, several small incidents on starboard side faired in place, and one plate in E stoke abreast of foremast renewed. The vessel's bottom cleaned and re-coated; the main deck re-caulked and 2 stakers of deck planks at each side of hatchways taken out & renewed. The boiler room bulkhead partially unriveted faired and re-riveted.

S.S. N° 3. In consequence of the extensive nature of the repairs it was decided to submit the vessel for special survey N° 3, & the following has now been done - The holds <sup>Machinery space</sup> Planks, and bunkers cleared and all close ceiling lifted according to rule and the iron surfaces throughout the vessel clipped, cleaned, and re-coated. The cement examined and made good where required. Lining under side lights in Cabins & cut out - and the plating cleaned & re-coated.

The Masts, spars, windlass & general equipment examined & put into good order. The foremast being renewed, Mast wedges removed as per rule. The Decks boxed and examined, the fore-castle deck re-caulked, and the after part of Main Stk under Poop deck doubled with 2" Yellow pine. The Chain Cables ranged and found complete and in good condition - Pumps & sluices examined.

Permission was granted the Owner by the Committee to dispense with the drilling of the shell plating as the vessel had recently been drilled for a previous N° 3 survey.

R. J. Johnson.