

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 22nd 1893 When handed in at Local Office

Port of London SAT. 24 JUN 1893

No. in Reg. Book.

Survey held at London

Date, First Survey April 22nd Last Survey June 21st 1893

2027

on the Wood, Iron or Steel *Br. Arthurstone.*

Master *W. Adam.*

TONNAGE:—

Built at Dundee

By whom Gourlay Bros

When 1876 10

GROSS *1228*

Owners *D. Bruce & Co.*

Port belonging to Dundee

UNDER DK. *1082*

Owners *(see memo)*

NET *1063*

Surveyed Afloat or in Dry Dock? *By* *Dr. H. Name of Dock* *West India.* Destined Voyage ?

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.	Year	Machinery and Boiler
* for Special Survey, Date of last Survey and of Periodical Surveys.	Ascertained now	Surveys (including date of N.B., if any).
<i>* 100. A.1.</i>		
<i>S.S. Ham. 12.3.4.89.</i>		
<i>12.91.</i>		

Last Survey, No. *1849*

Port *Queenstown*

(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 *Damage Repairs R.S.S. 11.1.*

The following repairs have been done in consequence of the vessel colliding with an Iceberg on January 12th 1893. The stem plates (on each side) in top gall. bulk strike renewed, the stem plates - do - in bulwark strike renewed, the stem plates - do - in sheer strike renewed, the stem plates - do - in the strike below sheer, taken off, faired and replaced; the stem bar (8x2 1/2") renewed from the 20ft water mark upwards; bowsprit, and all gear attached renewed complete, also the fore topmast, top gallant mast, lower & upper top sail yards, top gallant & royal yards, & all sails rigging and gear complete from lower mast head upwards renewed. Two hause pipes renewed, two catheads renewed, 1 lifeboat renewed and a number of P.T.O.

SUMMARY OF DAMAGE REPAIRS: — 2 Plates, Faired or Repaired; — Frames, ditto. 6 Plates, Renewed; — Frames, ditto. Other Repairs. *As above.*

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. <i>Good</i>	Hatches <i>Good</i>
Waterways <i>Good</i>	Timbers of Frame at the openings <i>Good</i>	(State if on Felt.) When put on, Month <i>Good</i> Year <i>Good</i>	Boats <i>Good</i>
Coamings <i>Good</i>	Ditto ditto at other places <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Keelsons <i>Good</i>	Windlass & Capstan <i>Good</i>	Condition, how ascertained <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Clamps, Shells & Stringers <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Plating <i>Good</i>	Salting (State if examined.) <i>Good</i>	Engine Room Skylights <i>Good</i>	Equipment letter <i>Good</i>
Planking <i>Good</i>	Ceiling <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	Anchors, No. of <i>33. 15. 24</i>
Turnbuckles or Rivets <i>Good</i>	Cement or Asphalt (State which.) <i>Good</i>	Scuppers <i>Good</i>	Cables (State if now ranged) <i>Good</i>
Breasthooks & Stemson <i>Good</i>	Tanks (State if now tested.) <i>Good</i>	Cargo & Main H'tch'ys <i>Good</i>	" length <i>270</i> size <i>1 1/2</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys. <i>Good</i>		" Rule length <i>270</i> size <i>1 1/2</i>
			Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>Good</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 is now in good and efficient condition and eligible in my opinion to remain as classed and to have Notation S.S. Lon. 11.1. 93. with date of last survey 6.93.

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £ 4 : 10 : -

Special Damage or Repair Fee (if any) (per Sec. 28.) £ 3 : 3 : -

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

*Is Certificate now required?

Fees applied for,

24/6/1893

Received by me,

1893

Robert J. Johnson.

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

Committee's Minute

TUES. 27 JUN 1893

Character assigned

100A1

HULL CERTIFICATE WRITTEN.

ss. No. 1-93

Sup 93



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Lloyd's Register Foundation

LON699-0155

54456 Lon.

Minor items of repairs as detailed in Damage Report.
The S.S. N^o 1. has also been carried out as follows. —

Vessel placed in Dry Dock the bottom examined
and found in good order cleaned and re-coated,
the hold and plates cleared, limber boards & ceiling
in excess of rule lifted and the frames floors and
cement examined cleaned and limbers cement washed.
The Masts and spars examined aloft (and with
the exception of the spars lost & damaged by the
collision), found in good order; the decks ex-
amined & bored & found in good condition and
of sufficient thickness, the windlass, pumps
steering gear & general equipment examined
and found in good order and the chain cables
ranged. — Mast wedges removed according to Rule. —

N.B. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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