

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report June 21<sup>st</sup> 1893 When handed in at Local Office 18 Port of London  
No. in Survey held at London Date, First Survey May 30<sup>th</sup> Last Survey June 21<sup>st</sup> 1893  
Reg. Book. 487 on the Wood Iron or Steel S.S. "Portblade" Master B. Dickinson

TONNAGE:- Built at Sunderland By whom P. Thompson Sons When 1888 8  
GROSS 634 Owners S. Clarke & Co. Port belonging to London  
UNDER DK. 513 Owners' Address  
NET 385 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Regent Destined Voyage Tyne  
WB= DBa tons; f tons; u & B tons; Cell DB tons; }  
FPT tons; APT tons; MT tons. }  
N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 28307 Port Rwe  
(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.)  
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 now covered. Machinery and Boiler Surveys (including date of N.B., if any).  
\* 100. A.1. \* L.M.C. 8. 88.  
6. 92.  
Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 1.  
The vessel has been placed in Dry Dock the bottom examined & found in good order cleaned down and re-coated, the holds peaks and bunkers cleared and ceiling in excess of rule lifted, all scale beaten off and the steel surfaces cleaned and re-coated, the spaces under engines & boilers examined cleaned & cement washed, the ballast tank cleaned out examined & cement washed & tested under pressure and made tight. Masts & spars examined aloft and found in good order, windlass, steering gear, decks, pumps, & general equipment examined and found in good condition.  
The small deck damage referred to in G<sup>t</sup> Garment P.T.O

SUMMARY OF DAMAGE REPAIRS:—Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.			
PRESENT CONDITION OF THE			
Decks <u>Good</u>	Transoms, Painters, & Catches <u>Good</u>	Copper, or Y.M. <u>Good</u>	Hatches <u>Good</u>
Waterways <u>Good</u>	Timbers of Frame at the openings <u>Good</u>	(State if on Felt.)	Boats <u>Good</u>
Coamings <u>Good</u>	Ditto ditto at other places <u>Good</u>	When put on, Month <u>Good</u> Year	Masts, Yards, &c. <u>Good</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Keelsons <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Clamps, Shells & Stringers <u>Good</u>	Windlass & Capstan <u>Good</u>	Sails <u>Good</u>
Plating <u>Good</u>	Salting (State if examined.) <u>Good</u>	Pumps <u>Good</u>	Equipment letter <u>Good</u>
Planking <u>Good</u>	Ceiling <u>Good</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 1/2 1 1/2 2 1/2</u>
Turnbuckles or Rivets <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Breasthooks & Stemson <u>Good</u>	Tanks (State if now tested.) <u>Good</u>	Scuppers <u>Good</u>	length <u>Good</u>
	Caulking of Bot'm, D'k, & Wat'r'ys <u>Good</u>	Cargo & Main H'tch'ys <u>Good</u>	Rule length <u>Good</u>
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>Good</u>

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 the notation S.S. Lon. N<sup>o</sup>. 1. 93. with date of last survey 6. 93.

Office Fee (if chargeable) per Scale 1, Sec. 2: £  
Survey Fee (per Section 25) £ 3 : 10 : -  
Special Damage or Repair Fee (if any) (per Sec. 25.) £  
Travelling Expenses (if chargeable) £  
Second Surveyor's Fee (if any) £  
Is Certificate now required?  
Fees applied for, 27/6/93  
Received by me, P. T. Johnson.  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned  
+ L.M.C. 6, 93  
100A1  
ss No. 1-93  
LON 649-0186

54478 Lon

Report- n: 2423. dated Jan<sup>y</sup> 13<sup>th</sup> 1893. has now  
been made good.

R. J. Johnson.

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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