

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

Date of writing Report 15th July 1893 When handed in at Local Office 15 Port of London  
 No. in Reg. Book 57 Survey held at London Date, First Survey 8th April Last Survey 14th July 1893  
on the Wood, Iron or Steel James Wocey Master J. G. Evershield  
 TONNAGE:— Built at Newcastle By whom Palmer Bros. & Co. When 1863  
 GROSS 431 Owners L. Hendrick & Son Port belonging to London  
 UNDER DECK 644 Owners' Address  
 NET 443 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock: Both Name of Dock Victoria St. & Limekiln dy. dk Destined Voyage Sydney  
 WB=DBa tons; FPT tons; uE&B tons; Cell DB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 W.B. DBa tons; FPT tons; APT tons; MT tons.  
 N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 27990 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.)

CHARACTER. Date of last Survey and of Periodical Surveys. Year assigned new expired. Machinery and Boiler Surveys (including date of N.I., if any).  
AI 11.91 LMC 11.92 NE+B 6.85  
S.S. No. 3-4.89  
 Society's Freeboard (if assigned) as 3 ft. 2 1/2 ins. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S.S. No. 1. Newcastle report No. 27220, dated 6th May 1892, states that, in order to complete the survey the following has yet to be done:  
Vessel to be examined in dry dock; decks, bilges and ballast-tanks to be examined and the latter to be tested by water pressure.

Now done: Ceiling in holds removed, bilges cleaned out floor & frames examined and cement washed; ballast-tanks opened out—cleaned, examined & tested by water pressure as per Rule. Cement in bott<sup>m</sup> found good; the main deck planking was found much worn, this has been renewed throughout with 3 1/2" pitch pine and efficiently caulked; the vessel was placed in dry dock the bottom examined & re-coated; pumps & sluice valves found in working order; a new Patent windlass fitted & satisfactorily tried; hawse pipe on starboard bow renewed;  
 Some alterations have been made to fore hatchways. Please see Plan attached herewith.  
 Four main deck beams cut out between No. 1 & 2 to form an additional hatchway 15'5" long 10'4" wide

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

PRESENT CONDITION OF THE  
 Decks Good Transoms, Pointers, & Goutches Good Copper, or Y.M. ✓ Hatches Good  
 Waterways " Timbers of Frame at the openings " (State if on Felt.) ✓ Boats "  
 Coamings " Ditto ditto at other places " When put on, Month ✓ Year ✓ Masts, Yards, &c. "  
 Up'r Dk. Beams & Fastenings " Keelsons " Rudder Good Condition, how ascertained from deck  
 Low'r Dk. Beams & Fastenings " Clamps, Shells & Stringers " Windlass & Capstan " Sails said to be good  
 Plating " Slatings ✓ Pumps " Equipment letter "  
 Planking " Ceiling " Engine Room Skylights " Anchors, No. of 3 B 1 S 2 K  
 Transoms & Rivets " Cement & Asphalt " Coal Bunker, Open'gs, Lids, &c. " Cables (State if now ranged) as  
 Breasthooks & Stems " Tanks " Scuppers " " length stated to be  
 Caulking of Bot'm, D'k, & Wat'rw'ys " (State if now tested.) " Rule length complete  
 Cargo & Main H'tch'w'ys " Hawsers & Warps Good  
 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."

This vessel appears to be in good & efficient condition and the whole of the Rule requirements in connection with the S.S. No. 1 having now been carried out, she is eligible in our opinion to remain as classed in the Register Book and to have record of Survey 7,93, and the notation of S.S. No. 1, 93.

Office Fee (if chargeable) per Scale II, Sec. 27 £  
 Survey Fee (per Section 28) £ 3 10  
 Special Damage or Repair Fee (if any) (per Sec. 29) £  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £  
 \*Is Certificate now required? ✓

Fees applied for,

157 18 93

Received by me,

12/7/93

J. H. Truscott

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

Committee's Minute

Character assigned

FRI 21 JUL 1893

AI

ss. No. 1-93

ND 93

Comp<sup>d</sup> No. 1

Lloyd's Register Foundation

LON 699-0274



54546 *Long*

and crappings of N<sup>o</sup> 1 - 3'6" high, continued aft to meet N<sup>o</sup> 2 hatchway  
compensation has been provided by fitting two web frames 20" x  $\frac{5}{16}$ "  
on each side (in a line with N<sup>o</sup> 1 hatchway beams) and two diagonal tie plates  
fitted on main deck beams at each side of the new hatchway also the top  
of the divisional iron bulkhead (which was found somewhat worn) ~~was~~  
strengthened by fitting a plate across 3'6" deep x  $\frac{5}{16}$ " thick riveted to  
angle beam also additional hold pillars fitted.

R/B

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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