

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th July 1893 When handed in at Local Office London is 15 Port of London
 No. in Reg. Book 51 Survey held at London Date, First Survey 1st April Last Survey 14th July 1893
 on the Wood, Iron or Steel James Voisey Master J. G. Everleigh

TONNAGE:-
 GROSS 431 Built at Newcastle By whom Palmer Bros. & Co. When 1863
 UNDER DECK 644 Owners L. F. F. & Co. Port belonging to London
 NET 443 Owners' Address
 (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Both Name of Dock Victoria St. Limekiln dry dock Destined Voyage Syria
 WB=DBa tons; FPT tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 APT tons; MT tons.

Last Survey, No. 27990 Port London
 N.B.—All alterations in the existing records should be underlined.

(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 Completion of S.S. N° 1. Newcastle report N° 29220, dated 6th May 1892, states that, in order to complete the survey the following has yet to be done:
1. Vessel to be examined in dry dock; decks, bilges and ballast-tanks to be examined and the latter to be tested by water pressure.
2. New done Ceiling in hold, 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 both 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;
3. Some alterations have been made to fore hatchways. Please see Plan attached herewith.
4. Four main deck beams cut out between N° 1 & 2 to form an additional hatchway 15' 5" long 10' 4" wide

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

PRESENT CONDITION OF THE			
Decks <u>Good</u>	Transoms, Pointers, & Coustches <u>Good</u>	Copper, or Y.M. <u>✓</u>	Hatches <u>Good</u>
Waterways <u>✓</u>	Timbers of Frame at the openings <u>✓</u>	(State if on Felt.) When put on, Month <u>✓</u> Year <u>✓</u>	Boats <u>✓</u>
Coamings <u>✓</u>	Ditto ditto at other places <u>✓</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>✓</u>
Up'r Dk. Beams & Fastenings <u>✓</u>	Keelsons <u>✓</u>	Windlass & Capstan <u>✓</u>	Condition, how ascertained <u>✓</u>
Low'r Dk. Beams & Fastenings <u>✓</u>	Champs, Sheds & Stringers <u>✓</u>	Pumps <u>✓</u>	Sails <u>✓</u>
Plating <u>✓</u>	Stairs (State if examined.) <u>✓</u>	Engine Room Skylights <u>✓</u>	Equipment letter <u>✓</u>
Planking <u>✓</u>	Ceiling <u>✓</u>	Coal Bunker, Open'gs, Lids, &c. <u>✓</u>	Anchors, No. of <u>3 B 1 S 2 K</u>
Transoms or Rivets <u>✓</u>	Cement & Asphalt (State which.) <u>✓</u>	Scuppers <u>✓</u>	Cables (State if now ranged) <u>✓</u>
Breasthooks & Stenson <u>✓</u>	Tanks (State if now tested.) <u>✓</u>	Cargo & Main H'teh'w's <u>✓</u>	length <u>✓</u>
	Caulking of Bot'm, D'k, & Wat'rw'ys <u>✓</u>		Rule length <u>✓</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 ptd91, &c."

This vessel appears to be in good & efficient condition and the whole of the Rule requirements in connection with the S.S. N° 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. N° 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) £
 Fees applied for, 157 18 93
 Received by me, 12/7/93
J. H. Truscott
 Surveyor to Lloyd's Register of British & Foreign Shipping.

*Is Certificate now required?
 Committee's Minute
 Character assigned A1
 Compl. No. 1
 ss. No. 1-93
 N 593
 FRI 21 JUL 1893
 Lloyd's Register Foundation
 LON 699-0274

Form No. 2 for Repairs.—S.S.—I.R.P.H.—10,000.—8293.—(Transfer Ink.)
 (The Surveyors are requested not to write on or over the space for Committee's Minute.)
 In a Report sent near on the Machinery of the Ship
 If not, state whether, and when, one will be sent?

54546 Lon

and cranking of N^o 1 - 3'6" high, continued aft to meet N^o 2 hatchway
compensation has been provided by fitting two web frames 20" x $\frac{5}{16}$ "
on each side (in a line with N^o 1 hatchway beams) and two diagonal tie plates,
fitted on maindeck 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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