

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/8/93 When handed in at Local Office 28/8/93 Port of London

No. in Reg. Book 415 Survey held at London Date, First Survey 26-7-83 Last Survey 25/8/1893

on the Wood, Iron or Steel 318 Gracie Master Brown

TONNAGE:- 1248 1312 1167 863

GROSS 1248 1312 1167 863

UNDER DECK 1167 1312 1167 863

NET 863 1312 1167 863

By whom S. Clarke & Coy When 1879-9

Port belonging to London

Surveyed Afloat or in Dry Dock? By Name of Dock Regents Dr Destined Voyage Lyons

WB=DBa 83 f 87 uESB tons; CellDB tons; FPT tons; APT tons; MT tons.

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

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

Last Survey, No. 54075 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

in consequence of a collision with the S/S Ada of London in the north fleet Hope of the River Thames while on a voyage down River on 21st July 1893.

This steamer was placed in dry dock, the bottom examined cleaned & coated. The stem plates removed on port side, the stem faired and replaced, Nos. 1 to 2 in J or lower course fore plating renewed also Nos. 1 to 2 in J or sheer stroke. Nos. 1 to 2 in H stroke, No. 1 in C. — Nos. 1 to 2 in F — No. 1 in E — No. 1 in D — Nos. 1 to 2 in C — No. 1 in D — No. 1 in A. — No. 1 in A on Starboard side removed repaired & replaced.

SUMMARY OF DAMAGE REPAIRS: — / <u>Shell</u>		Plates, Faired or Repaired: <u>15</u>	Frames, ditto. <u>15</u>	Plates, Renewed: <u>7</u>	Frames, ditto. <u>7</u>	Other Repairs: <u>several beam renewed</u>
PRESENT CONDITION OF THE						
Decks <u>Good</u>	Transoms, Pointers, & Crutches <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.) <u>Good</u>	Boats <u>Good</u>			
Coamings <u>Good</u>	ditto at other places <u>Good</u>	When put on, Month <u>Good</u>	Masts, Yards, &c. <u>Good</u>			
Up'r Deck Beams & Fastenings <u>Good</u>	Keelsons <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>Good</u>			
Low'r Deck Beams & Fastenings <u>Good</u>	Chains, Shifting Stringers <u>Good</u>	Windlass & Capstan <u>Good</u>	Sails <u>Good</u>			
Plating <u>Good</u>	Ceiling <u>Good</u>	Pumps <u>Good</u>	Equipment letter <u>Good</u>			
Planking <u>Good</u>	Cement or Asphalt <u>Good</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 B 15-25</u>			
Treatment of Rivets <u>Good</u>	Tanks <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>Good</u>			
Breasthooks & Stanchions <u>Good</u>	Caulking of Bot'm, D'k, & Wat'r'ys <u>Good</u>	Scuppers <u>Good</u>	Rules length <u>Good</u>			
		Cargo & Main Hatchways <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."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lon 8/93

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for, <u>28/5/1893</u>
Survey Fee (per Section 28)	£	Received by me, <u>Edward J. Turner</u>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	<u>29.12.18.3</u>
Travelling Expenses (if chargeable)	£	<u>E.H.O.</u>
Second Surveyor's Fee (if any)	£	

\*Is Certificate now required?

Committee's Minute

Character assigned

\*B.S.

FR 1 SEP 1893

100 M

well dk

B.S. 8.93

Dr 93



© 2019

Lloyd's Register Foundation

LON699-0478



54675 Ton

Six frames & reverse frames renewed on  
port side & one on Starboard side,  
one main deck stinger plate <sup>angle</sup> & breasthook  
plate renewed on port side, also no bulb  
beams and one angle iron beam. 2 stanchions  
removed repaired & replaced. &c.  
Two lower deck stinger plates <sup>angle</sup> renewed on the  
Starboard side & one on port, also one angle  
iron & one bulb beam renewed. &c.  
One Hold stinger <sup>breasthook</sup> plate renewed and angle  
on Starboard also 3 angle iron beams  
stanchions removed repaired &  
replaced. Four floor plates renewed.  
Port Hawse pipe refitted & 50 ft of 4" x 6" 4-p deck renewed.  
Edward J. Tierney

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.



© 2019

Lloyd's Register  
Foundation