

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

Date of writing Report *Sept 5<sup>th</sup> 1893* When handed in at Local OfficePort of *London*No. in  
Reg. Book.

Survey held at

*London*

Date, First Survey

*Aug 14<sup>th</sup>*

Last Survey

*Sept 4<sup>th</sup> 1893*

1070 on the

*Wood, Iron or Steel Ship, "Collingwood."*

Master

?

TONNAGE:-

Built at *Aburdeen*

By whom

*W. Hood & Co.*

When

YEAR.

MONTH.

GROSS *1064*

Owners

*Devitt & Moore*

Port belonging to

*London.*UNDER DK *945*

Owners' Address

NET *1011*

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Afloat* Name of Dock*London Dk.*

Destined Voyage

*? Load up*

WB=DBa

tons; f

tons; uE&amp;B

tons; CellDB

tons; }

FPT

tons; APT

tons; MT

tons.

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

CHARACTER.	Year and Month when Surveyed.	Machinery and Boiler : (including date of N.B., if any).
* 100.A.1.		
8.S.Lon.N.2.4.85.		
8.S.Lon.N.1.89.		
10.92		
Society's Freeboard (if assigned) as	4	0 ins.
Painted on Ship and now verified		

Last Survey, No. *441* Port *Mel*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of S.S.N.2.*

*Melbourne Report N: 441, dated Oct. 15<sup>th</sup> 1892. States that the vessel had been dry docked there, in anticipation of passing the bottom for S.S.N.2 due in 1893.*

*Now done, - The vessel has been visited afloat in the London Dock, the holds and planks cleared, the timber boards & ceiling in excess of rule lifted, and the plating, frames, floors, & cement examined & found in good order, cleaned & recoated where required. The decks examined & bored & found sufficient in thickness, several defective planks taken out and renewed. The Masts & spars ex<sup>t</sup> aloft and found in good order. Main trussle trees renewed. The Windlass, pumps, steering gear & general equipment examined*

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

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, <del>Paints</del> , & Gratches <i>Good</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>✓</i>	Timbers of Frame at the openings <i>✓</i>	(State if on Felt.)	Boats <i>✓</i>
Coamings <i>✓</i>	Ditto ditto at other places <i>✓</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Keelsons <i>✓</i>	Rudder <i>Part seen good</i>	Condition, how ascertained <i>Alft</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Clamps, <del>Shells</del> , & Stringers <i>✓</i>	Windlass & Capstan <i>Good</i>	Sails <i>Stated good</i>
Plating <i>✓</i>	Salting <i>✓</i>	Pumps <i>✓</i>	Equipment letter <i>✓</i>
Planking <i>✓</i>	(State if examined.) <i>Good</i>	Engine Room Skylights <i>✓</i>	Anchors, No. of <i>3B. 15. 2H.</i>
Ironwork or Rivets <i>Good</i>	Ceiling <i>✓</i>	Coal Bunker, Open'gs, Lids, &c. <i>✓</i>	Cables (State if now ranged) <i>✓</i>
Breasthooks & Stems <i>✓</i>	Cement or Asphalt <i>✓</i>	Scuppers <i>Good</i>	length <i>270</i> size <i>1 1/2</i>
	(State which.) <i>✓</i>	Cargo & Main H'tch'ys <i>✓</i>	Rule length <i>270</i> size <i>1 1/2</i>
	Tanks <i>✓</i>		Hawsers & Warps <i>Good</i>
	(State if now tested.) <i>✓</i>		Standing & Running Rigging <i>✓</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys <i>✓</i>		

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."

*The vessel so far as seen is in good and efficient condition and eligible in my opinion to remain as classed and to have the notation S.S. Lon. N.2. 93. with date of last survey 9.93.*

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

Fees applied for,

Survey Fee (per Section 28)

6/9/18.93

Special Damage or Repair Fee (if any)

Received by me,

Travelling Expenses (if chargeable)

18.93

Second Surveyor's Fee (if any)

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

\*Is Certificate now required?

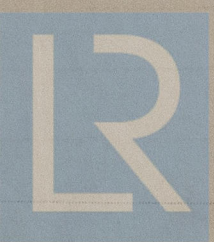
Committee's Minute

FRI 8 SEP 1893

Character assigned

100A1

ss. No. 2-93



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LON699-0514

Comple. No. 2

Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent.

\* Certificate, if required, to be sent to

Form No. 3 for Repairs, 305, L.R.P.H. 10,000, - 8,208, - Transfer (Ink.)  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



54697 <sup>6</sup> Lon

and found in good order. Mast wedges  
removed according to rule, and the Chain  
Cables ranged & found complete and 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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