

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28<sup>th</sup> Nov<sup>r</sup> 1893 When handed in at Local Office 18

Port of London

No. in Reg. Book.

Survey held at London

Date, First Survey 8<sup>th</sup> Nov<sup>r</sup>

Last Survey 18<sup>th</sup> Nov<sup>r</sup> 1893

78

on the Wood, Iron or Steel

Screw Steamer "Ratcliff"

(No. of Visits 5)

Master

TONNAGE:-

GROSS 802

UNDER DECK 684

NET 498

Built at Sunderland

By whom Short Bros.

When 1892 12<sup>th</sup>

Owners H. C. Pelly

Port belonging to London.

Owners' Address

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

Surveyed Afloat or in Dry Dock? A Dry Dock Name of Dock Union Dry Dock

Destined Voyage

W.B.=D.B.

tons; f

tons; u

tons; Cell

tons; DB

F.P.T.

tons; A.P.T.

tons; M.T.

tons.

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  
expired.

Machinery and Boiler  
Survey  
(including date of N.B., if any).

100 A. 1.  
9.93

L.M.C. 1292

Last Survey, No. 25147 Port/RWC

(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.)

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repair of damage by collision; also repair of damage by grounding.

This vessel has been placed in dry dock and the bottom examined. The stem removed; a new upper part welded to the same and the stem refitted. On the port bow two plates of the garboard strake had to be removed and refitted in dealing with the stem - also one plate of flat keel removed and refitted. On each bow, the following viz: one plate of the monkey forecastle side plating renewed; one plate of sheerslake refitted; one plate of first strake below sheerslake and one doubling plate at hawse pipe refitted; one plate of second strake and one plate of third strake below sheerslake refitted. One hawse pipe renewed and one refitted. Compressors refitted. Chain cables removed, the chain cables having been ranged have been found to be complete and in good condition. The monkey forecastle deck has been recaulked. Breasthook above hawse pipes renewed. Stem piece of gunwale angle bar of monkey forecastle renewed. On the port side the foremost frame refitted. Floor plate (the foremost one) refitted. The fore peak tank filled and tested by a head of water. One banner

SUMMARY OF DAMAGE REPAIRS: - 13 Plates, Fair or Repaired; 1 Frames, ditto. 3 Plates, Renewed; 1 Frames, ditto. Other Repairs. Part of stem renewed.

PRESENT CONDITION OF THE

Decks	good	Transoms, Beams, & Crutches	not exam <sup>d</sup>	Copper, or Y.M.		Hatches	good
Waterways	D <sup>c</sup>	Timbers of Frame at the openings	good	(State if on Sell.)		Boats	D <sup>c</sup>
Coamings	D <sup>c</sup>	Ditto ditto at other places	not exam <sup>d</sup>	When put on, Month	Year	Masts, Yards, &c.	D <sup>c</sup>
Up'r Dk. Beams & Fastenings	D <sup>c</sup>	Keelsons	D <sup>c</sup>	Rudder	good	Condition, how ascertained	from deck
Lower Dk. Beams & Fastenings	D <sup>c</sup>	Clamps, Shells & Stringers	good	Windlass & Capstan	D <sup>c</sup>	Sails	part seen - good
Plating	D <sup>c</sup>	Saiting	D <sup>c</sup>	Pumps	not exam <sup>d</sup>	Equipment letter	K
Moulding	D <sup>c</sup>	Ceiling	D <sup>c</sup>	Engine Room Skylights	good	Anchors, No. of	3 B. 1 S. 2 K
Reinforcing or Rivets	D <sup>c</sup>	Cement or Asphalt	not exam <sup>d</sup>	Coal Bunker, Open'gs, Lids, &c.	D <sup>c</sup>	Cables (State if now ranged)	yes
Breasthooks & Stemson	D <sup>c</sup>	Tanks	D <sup>c</sup>	Scuppers	D <sup>c</sup>	" length	225 fms. size 1 5/16"
		Caulking of Bot'm, D'k, & Wat'r'ys	good	Cargo & Main H'tch'ys	D <sup>c</sup>	" Rule length	210 fms. size 1 5/16"
						Hawsers & Warps	good
						Standing & Running Rigging	D <sup>c</sup>

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."

With the exception of one lower anchor above referred to, this vessel is in good and efficient condition, eligible in my opinion to remain as classed, and when a lower anchor of the requisite weight shall have been supplied, to have record of survey "11, 93."

Office Fee (if chargeable) per Section 11, Sec. 27	£	Fees applied for,	
Survey Fee (per Section 28)	£		18.
Special Damage or Repair Fee (if any) (per Sec. 38.)	£	Received by me,	
Travelling Expenses (if chargeable)	£		18.
Second Surveyor's Fee (if any)	£		

\*Is Certificate now required?

Committee's Minute

Character assigned

FRI 1 DEC 1893

Deferred for  
Write Over. Compens. of  
12.12.93. capt.

diff 93



FRI 29 JUN 1894

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Lon 700 - 0373

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

Form No. 2 for Repairs, &c. - L.R.R.H. - 10,000 - 8/203 - Transfer Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)



54959. Lon.

anchor viz: the 1<sup>st</sup> or heaviest bower was broken - and a stockless anchor - weight 18 - 1 - 19 <sup>cwts 9<sup>n</sup> lbs</sup> is stated to have been placed on board in its place before the vessel left London - this anchor is intended to be replaced by a stockless anchor of weight 19 cwts at least - in about a week from the present time - (the weight required by the Rules being 19 cwts) - and certificate of test will be produced.

On account of grounding - several rivets in lower part of stern post renewed; several rivets in the bottom plating renewed - several parts of landing edges recaulked.

J. H. Truscott.

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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