

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

Date of writing Report 22-1-94 When handed in at Local Office 22-1-94 Port of London

No. in Reg. Book. 1070 Survey held at London Date, First Survey 5-1-94 Last Survey 20-1-94

on the Wood, Iron or Steel S.S. "Azalea"

(No. of Visits 12)

Master Bennett - 93

TONNAGE:-

Built at Sunderland

By whom Sunderland Ship Co. When 1886-1

GROSS 503

Owners (Sunderland Ship Co. &amp; Oakley) mps

Port belonging to London

UNDER DK. 388

Owners' Address

NET 314

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

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Proctor &amp; Co. Destined Voyage Harbottlepool

WB=DBa 314 tons; u&amp;B - tons; Cell DB - tons; FPT 47 tons; APT - tons; MT - tons.

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

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

Last Survey, No. 54770 Port Lon

+100 A.1. 13 S 9/90 + LMC 6/90

(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.)

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 3 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs 7 S.S. No 2 (part).

in consequence of a collision with the ship Georgina on the 26th of October 1893 in the River Thames doing damage to fore Bow. also for damage caused by fire on the 27th Oct 1893 at Antwerp. It was also reported that on the 9th Nov 1893 whilst on a voyage from London to Antwerp, vessel ran over a sunken wreck near the shore, and that on the 20th November whilst on a voyage from Antwerp to London encountered heavy weather, deck cargo got adrift &c. and that on 22nd Decr going from London to Antwerp, grounded on a sand bank & bumped heavily &c. remaining aground 1 1/2 hours, on 22nd Decr encountered heavy weather on her voyage from Warkworth to London, carried away steering gear - on the 4th January 1894 in the River Thames collided with a dolphin doing damage to fore bow.

P. 3. 0.

SUMMARY OF DAMAGE REPAIRS: — Plates, Paired or Repaired: — Frames, ditto. Plates, Renewed: 3 Frames, ditto. Other Repairs Stern frame sole up to plates each side

PRESENT CONDITION OF THE

Decks	Transoms, Painters & Clutches	Copper on Y.M.	Hatches
Good	Good	(Shaded from Paint.)	Good
Waterways	Timbers of Frame at the openings	When put on, Month	Boats
Coamings	ditto at other places	Good	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Rudder	Condition, how ascertained from aloft
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Sails
Plating	Siding	Pumps	Equipment letter
Blanking	(Shaded from Paint.)	Engine Room Skylights	Anchors, No. of 3 1/2 = 15 1/2
Fastenings or Rivets	Cement or Asphalt	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged) 400
Breasthooks & Stanchions	Tanks	Scuppers	length 165 size 1 1/2
	(State if now tested.)	Cargo & Main H'tch'w'ys	Rule length 165 size 1 1/2
	Caulking of Bot'm, D'k, & Wat'r'w'ys		Hawsers & Warps
			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 steamer now appears to be in a sound and efficient condition, eligible in my opinion to be classed as classed and to have a fresh record of Survey Lon 1/44 and S.S. Lon No 2.-94 when the Heads are cleaned & painted.

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

Fees applied for,

Survey Fee (per Section 28) £4-10-0

24-1-1894

Special Damage Fee (per Sec. 29) £6-6-0

Received by me,

Travelling Expenses (if chargeable) £

26/1/94

Second Surveyor's Fee (if any) £

P.L.M.

\*Is Certificate now required?

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

Committee's Minute

FRI 23 JAN 1894

Character assigned

100 A.1.

no 2nd

+ LMC 9.93

note

SS 252-94

subjective

LON 701-0104

Lloyd's Register Foundation

LON 701-0104

LON 701-0104

LON 701-0104

LON 701-0104

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55105 Jan.

Damage Repairs

This steamer was placed in dry dock, the bottom examined cleaned and coated, The cement examined all fore & aft repaired where necessary. one plate on starboard side at fore end of after ballast tank removed & renewed. ceiling removed from tank top, & tank tested. loose ceiling & holds lifted to examine cement also stoke hold frames. The pole piece of stern frame repaired by forged plate clamps on each side. Rudder lifted & pintles examined. The steering gear overhauled and new wire rope leads fitted. 10 pillars - fore hold repaired. One Bulwark plate on starboard side, abaft gangway removed & renewed, stanchion repaired and refitted, Gangway doors on each side fared, repaired refitted. Steering wheel gratings repaired, anchor derrick straightened, lining under beam at front of Bridge & etc renewed, Wash port doors repaired. Bridge in well repaired. After hatch coaming repaired, the angles and cope iron at after corners renewed, House pipe deck plate removed & refitted, fore topmast stay renewed, the hatches repaired. Tarpaulins renewed. Pile ports repaired. Several hawsers renewed & sundry other small damages made good.

On port bow one plate in upper course of fore peaking renewed, at stem covering board, moulding, Transferring <sup>angle plate</sup> ~~chuck~~ renewed. - may of same, rails & stanchions refitted, also bunks & a fore.

On the port side 1 plate in the 2nd & 3rd strake below sheer strake renewed. Collision bulkhead frames partially renewed, also the two frames and reverse frames adjacent on the fore side. one stringer bar & plate on lower deck beam renewed, and fore peak tank tested by filling same with water above load when

**S.S. No. 2** The special survey no. 2 now partly held. The bottom examined in dry dock, The bunkers cleared, ceiling lifted as per Rules herein, The Engine & Boiler space cleared and examined. The peaks cleared and examined. fore peak ballast tank tested as per Rules, all ceiling removed from after ballast tank and tested with water, & examined inside. The fore hold cleared, ceiling lifted in excess of requirements of Rules & cement examined. The cement examined all fore & aft repaired where necessary. The chain cables ranged out for inspection 165 fms. The mast spar, pumps, sluices, & general equipment examined. The special survey no. 2 fully complied with in every respect, except the cleaning & painting of the holds, which was deferred for better weather to permit of this work being more efficiently done as desired by the owners.

Edward J. Turner

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.