

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st July 1894 when handed in at Local Office London Port of London
No. in Survey held at London Date, First Survey 14th June Last Survey 21st July 1894
Reg. Book. 556 on the Wood, Iron or Steel S. S. "Sibun" (No. of Visits 14) Master Shetels

TONNAGE:- Built at Sunderland By whom J. Blumer & Co When 1893. 3
GROSS 1796 Owners Scrutton, Sons & Co Port belonging to London
UNDER DK. 1317 Owners' Address
NET 1137 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock at Dock Name of Dock Greens Destined Voyage W. Indies
WB=DBa tons; f tons; uE&B tons; CellDB 415 tons; }
FPT tons; APT tons; MT tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER: <input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.	YEAR MONTH	Machinery and Boiler Survey (including date of N.B., if any).
<u>+100 A 1</u>	<u>+2 M. C. 3. 93</u>	
<u>for Commg. etc. with fbd</u>	<u>4. 94</u>	

Last Survey, No. 5534 Port London

(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 caused by collision with the French Steamer "Monoubia" on the 8th of June last.

Steel and bottom examined in dry dock.
In way of fore hold on the port side one shell plate in F strake removed, faired and refitted, one shell plate in G strake cut out and renewed and one other plate faired in place, one shell plate in H strake cut out and renewed, and one other plate removed, faired and refitted, one shell plate in I strake cut out and renewed, and two other shell plates removed faired and refitted, one shell plate and the doubling plate under same in K strake cut out and renewed, and two other shell plates in this strake together with the doubling plates under same removed, faired and refitted, two shell plates in L strake removed, faired and refitted, and one shell plate in M strake cut out and renewed; three frames and reverse bars renewed from side of tank to gunwale, three frames and reverse bars removed

SUMMARY OF DAMAGE REPAIRS: - 11 Plates, Faired or Repaired; 4 Frames, ditto. 6 Plates, Renewed; 3 Frames, ditto. Other Repairs stringers, deck plating & beams.

PRESENT CONDITION OF THE		Hatches	
Decks <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Copper, or Y.M. (State if on East.) <u>Good</u>	Boats <u>Good</u>
Waterways <u>Good</u>	Timbers of Frame at the openings <u>Good</u>	When put on, Month <u>Year</u>	Masts, Yards, &c. <u>Good</u>
Coamings <u>Good</u>	Ditto ditto at other places <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>exam from etc</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Keelsons <u>Good</u>	Windlass & Capstan <u>Good</u>	Sails <u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Clamps, Shelves & Stringers <u>Good</u>	Pumps <u>Good</u>	Equipment letter <u>Good</u>
Plating <u>Good</u>	Stairing (State if examined.) <u>Good</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 B. 1 S. 2 K C</u>
Planking <u>Good</u>	Ceiling <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>No</u>
Trunnels or Rivets <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Scuppers <u>Good</u>	„ length <u>size</u>
Breasthooks & Stemson <u>Good</u>	Tanks <u>not tested</u>	Cargo & Main H'tchw'ys. <u>Good</u>	„ Rule length <u>size</u>
	Caulking of Bot'm, D'k, & Wat'rw'ys <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 vessel is now in good and efficient condition, and eligible to remain as Classed with record 7. 94.

Office Fee (if chargeable) <u>per Sec. 11, Sec. 27</u> £	Fees applied for, <u>24/7 18.94</u>
Survey Fee (per Section 25) £	Received by me, <u>27/2/94</u>
Special Damage or Repair Fee (if any) (per Sec. 28.) £ <u>6 6 0</u>	<u>N. Moverly</u>
Travelling Expenses (if chargeable) £	<u>W. Cooper</u>
Second Surveyor's Fee (if any) £	Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRIDAY 27 JUL 1894
Character assigned 100 A 1 pc. Comm. dk. with fbd.



Form No. 2 for Repairs, 995, L.R.P.H. 10,000, 25/7/03. - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

5568 1/2

fairly & refitted, one other frame removed, and fair, and a new
reverse bar fitted to this frame, one new web frame fitted,
the two longitudinal girders in way of damage on port side
removed, repaired and refitted; two upper deck stringer
plates cut out, fair and riveted, and the gunwale bar
in way of same renewed, one new deck plate fitted, and
two other deck plates removed, fair and riveted,
and four half beams fair and refitted; one main deck
stringer plate renewed and new gunwale bar fitted, three
main deck plates fair and riveted, four half beams
renewed, and two others fair and refitted; The
ceiling in way of damages removed, repaired and refitted,
and the surface of the plating recoated.
Bottom cleaned and recoated.

H. Moverly,

In consequence of a defect in the Stern frame
at the heel of the fore post, a forged slab plate
in way of the defect has been fitted on each side
2 in thick, and well riveted to the keel and to the
fore post of the Stern frame.

H. Moverly
Chas. Cooper

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.