

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 30/7/94 When handed in at Local Office 30/7/94 Port of London

No. in Reg. Book. 71 Survey held at London Date, First Survey 2-7-94 Last Survey 20 July 1894
on the ~~Wood~~ Iron or Steel S. S. "Nautilus" (No. of Visits 15) Master Drynan

TONNAGE:-

GROSS 718

UNDER DK. 636

NET 467

Built at Sunderland and By whom G. S. Qulston

Owned General Steam Navigation Co

Port belonging to London

Owners' Address

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock Slipway Name of Dock Nelson Slipway Destined Voyage Rotterdam

WB=DB 55 tons; uE&B tons; Cell DB tons; FPT tons; APT tons; MT 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. Machinery and Boiler Surveys (including date of N.B., if any).

Last Survey, No. 5585 Port Lon

+ 90A.1. Linc. 5/93

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.

7/93
S. S. "Nautilus" 7/93
S. S. "Nautilus" 2/93
Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft 2 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

In consequence of damage sustained to the bows by striking a pole in the River Maas in October last and by collision with the S.S. "Avocet" of Liverpool and a lighter in January at Rotterdam; also for damage to Bulwarks and Counter de Huis' a collision with a Dutch Government Sailing Cruiser, the "Nautilus" in the North Sea in June. This steamer was placed on the patent slipway at Nelson Dock, the bottom examined, cleaned & recoated.

On the port bow four plates were renewed 1C. 2E. 1F. 2G. & Two plates faired in place viz: 2E, 3F, and one plate 72 removed faired and replaced.

SUMMARY OF DAMAGE REPAIRS: 12 Plates, Faired or Repaired; Frames, ditto. 7 Plates, Renewed; 2 Frames, ditto. Other Repairs. Repair to Bulwarks Counter including Bulwark plates.

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Transoms, Porters, & Castles	Good	Good	Copper, or V.M.	Good	Hatches	Good
Waterways	Timbers of Frame at the openings	Good	Good	(State if on Fire)	Good	Boats	Good
Coamings	Ditto ditto at other places	Good	Good	When put on, Month	Good	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Keelsons	Good	Good	Rudder	Good	Condition, how ascertained	Good
Low'r Dk. Beams & Fastenings	Chimney, Shafts & Stringers	Good	Good	Windlass & Capstan	Good	Sails	Good
Plating	Salting	Good	Good	Pumps	Good	Equipment letter	Good
Disasting	(State if examined)	Good	Good	Engine Room Skylights	Good	Anchors, No. of	3B. 1S. 2K.
Frames or Rivets	Cement or Asphalt	Good	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (State if now ranged)	Good
Breasthooks & Stems	(State if tested)	Good	Good	Scuppers	Good	Length	Good
	Tanks	Good	Good	Cargo & Main H'teh'ys	Good	Rule length	Good
	Caulking of Bot'm, D'k, & Wat'rw'ys	Good	Good		Good	Hawsers & Warps	Good
						Standing & Running Rigging	Good

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 pEND91, &c."

This vessel now appears to be in a sound efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lon 7/94

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

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

18.

Received by me,

18.

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

*Is Certificate now required?

Committee's Minute

Character assigned

TUES. 14 AUG 1894

286,94

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Lloyd's Register Foundation

LON 7/94 - 00142

one plate in S strake faired in place & strengthened by a doubling plate between the frames, part of No 5 frame cut out & renewed, & a new reverse bar fitted to same. Several rivets cut out of plates in the E & F strakes and indents in same heated & faired in place. One frame $\frac{1}{2}$ in was fitted in for peak $6' \times 16' \times \frac{1}{2}$ on the Starboard bow. No 8. No 4 & cut out & renewed and three plates adjacent to same heated and faired in place, a bosom cover fitted and rivetted to No 1 frame

on the port side in way of bridge, one bulwark plate just before the bridge and another within the bridge cut out & renewed. Three ^{berthing} plates adjacent to same faired in place. Four plates in the upper course of bridge berthing cut out and renewed, and two plates adjacent heated & faired in place. The angle iron on top of same renewed, also berthing plates in round afore end of bridge forming ramp and 5 beams renewed of bridge deck. One plate at fore end of bridge bulkhead renewed & the adjacent plate removed faired and replaced.

on the Starboard side of bridge dk. one plate in round afore end of bridge renewed and one plate in the berthing below, also one plate in front of bridge. And two $\frac{1}{2}$ beams.

on the port side of Raised Q dk. Three bulwark plates were renewed, two others removed faired and replaced and two more faired in place. 70 feet of angle iron rail renewed & 45 feet of berthing (top gallant) angle iron rails renewed at stern, & top gallant berthing ^{plates} wood rails renewed. Two freeing ports refitted twelve bulwark stays repaired & refitted etc.

on the Starboard side of R. Q dk aft at stern Two plates of bulwarks cut out & renewed Six counter bulwark plates removed & renewed & adjacent plates faired in place, 53 feet of rail angle renewed, & 43 feet of top gallant berthing angles together with plate berthing renewed. one stringer plate and R. Q. d. sheer strake plate gunwale angle cut out & renewed, also wood rails, one freeing port. Bulwark stanchions

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

S/S. Nautilus.

The pier bridge renewed together with the stays
handrails, cloths &c. The iron stanchions ~~main~~
no 1 rails &c at front of bridge renewed, the ladder
side light screens, compass pole &c repaired & replaced
About 120 feet of Bridge deck planking 3"x6" of pine renewed
on the port side together with 18 feet of waterway.
The bunker hatch coamings rebolted, new hatch
fitted, & the boats, chocks, wheel chains, blocks &c
overhauled & made good on each side. On the starb
side about 10 feet of water^{way} & 20 feet of deck was renewed.
about 180 feet of 3"x6" pitch pine deck on port side of R & Dk
at counter was renewed together with 14 feet of waterway.
The damaged wood rails were renewed on each side
where necessary. together with fittings attached
thereto.

The No 2 hatches were repaired and a new oak casing
fitted to same. 3 chain plates refitted to the
main rigging. 1 new mooring pipe fitted &

The cabin linings &c aft were repaired & replaced
one bollard refitted. the companion to Cabin
renewed, the cabin at front of bridge
rebuilt & refitted. rigging repaired

The funnel removed, repaired & replaced and
the fidley casing top repaired. & a number
of sundry other minor repairs effected.

Edward J. Turner