

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25-7-94 When handed in at Local Office 25-7-94 Port of London

No. in Survey held at London Date, First Survey 28-6-94 Last Survey 25-7-1894

Reg. Book. 1/6 on the Wood, Iron or Steel S.S. "ROOK" Master none yet appointed

TONNAGE:-

Built at London

By whom R. Thompson

When 1890-9

GROSS 370

Owners

R. Thompson & R. Thomson Port belonging to London

UNDER DK. 273

NET 186

Owners' Address

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Fountain DR Destined Voyage not fixed

WB=DBa

tons; f

tons; uE&B

tons; CellDB

tons;

FPT 45 tons; APT 3

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.

Years

Assigned

Machinery and Boiler

Surveys

(including date of N.B., if any).

+ 100A.1.

+ LMC 8.94

Last Survey, No. 54896 Port London

(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 S.S. NOT and Repairs of Damage reported to have been occasioned on Nov 9th 1893 by striking against the dock side at Hartlepool also for damage alleged to have been sustained on May 9th 1894 by striking the ground at Harrington on leaving for Briton Ferry.

Special Survey NOT:- This steamer was placed in Fountain Dry Dock, Rotherhithe, the bottom examined cleaned and recoated.

The timber boards, and a quantity of close ceiling considerably in excess of the rules lifted and the cement, floors & frames examined.

The Engine Room space and Bunkers cleared and examined, all close ceiling in the bunkers

P.T.O.

SUMMARY OF DAMAGE REPAIRS:- 32 Plates, Fair or Repaired; 42 Frames, ditto. 1 Plates, Renewed; 0 Frames, ditto. Other Repairs Cement repair

PRESENT CONDITION OF THE

Good	Good	Good	Good
Decks	Transoms, Paintwork & Caulkings	Copper or P.M.	Hatches
Waterways	Timbers of Frame at the openings	(When put on Month)	Boats
Coamings	Ditto ditto at other places	Rudder	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan	Condition, how ascertained
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Pumps	Sails
Plating	Caulking	Engine Room Skylights	Equipment letter
Planking	(State if new or old)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Reinforcing Rivets	Cement or asphalt	Scuppers	Cables (State if now ranged)
Breasthooks & Sterns	Tanks	Cargo & Main H'tch'w'ys	" length
	(State if now test'd.)		" rule length
	Caulking of Bot'm, D'k, & Wat'r'w'ys		Hawsers & Warps
			Standing & Running Rigging

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 ptnd 91, &c."

This vessel now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed & to have record of survey Lou 7/94 & S.S. Lou NOT-94 noted. The record of after peak ballast tank should be expunged, as there is no connection to sea, this is not used as a ballast tank.

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

Survey Fee (per Section 28)

Special Damage or Repairs (per Sec. 28)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

*Is Certificate now required?

Fees applied for,

23/8/1894

26.6.0

Received by me,

21/8/94

H.C.

£3 paid 25/8/94

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

Committee's Minute

Character assigned

FRIDAY 24 AUG 1894

100A.1

ss. No. 1-94

Lloyd's Register Foundation

Lol 703-0068

being removed

The peaks cleared and examined, the fore peak tank tested with water as required by the rules, the after peak to not a tank. The spar ceiling removed in holds, + the frames plates re sealed & recoated all fore aft. The masts, spars, anchors, pumps, sluices re examined as required. The special survey not fully completed with in every respect.

Damage Repairs:- The vessel was placed in dry dock, all the timber boards and loose ceiling lifted, also all fixed ceiling in the wings, the cement examined and largely repaired all fore aft.

On the starboard side 7 plates were removed faired and replaced, 17 plates faired in place, one plate removed & renewed.

v₃:- In E strake Nos 3. 4. 5 removed faired and refitted. together with No 4 in F strake and Nos 6. 7. 8 in F strake. No 5 in F strake removed & renewed. and the adjacent edges (landings) of the adjoining plates faired in place v₃:- G nos 3. 4. 5 F. 3. 6, E. 6. 7. 8. 9, D 3. 4. 5. 9, C 5. 6. 7. 8.

On the port side 8 plates were faired in place v₃:- D. 5. 6. 7, E. 4. 5. 6. F 4. 5 at butts & landings.

On the ^{Port} Starboard side the frames at bilge were strengthened after being faired by the reverse bars being continued up to side ^{double angle} stringer, their butts being shifted on alternate floors, on either side of the lower bilge Keelson, v₃:- Nos from Collision Bulk 6. 7. 8. 9. 10. 11. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26 on each side a number of others faired in place repaired by back frames re.

Ten pillars removed faired & replaced v₃ 4 under No 1 hatchway and four to No 2 hatchway together with two centre line pillars

Five angle iron stays & brackets forming pillars from main deck to side stringers removed faired and refitted. 3 on port side & two on the starboard side

Two Davits to port life boat removed faired & replaced. re re

Edmund J. Dwyer