

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th Oct. 1894 When handed in at Local Office 18

Port of London

No. in
Reg. Book.

Survey held at London

Date, First Survey August 15

Last Survey 28th Sep. 1894.

(No. of Visits

Master Bond.

YEAR.

MONTH.

TONNAGE:-

GROSS 2826

UNDER DK. 2660

NET 1736

Built at

Middlesbrough

By whom

R. Dixon & Co.

When

1889

11

Owners

W. Lund.

Port belonging to

London

Owners' Address

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

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

Australia

WB=DBa

tons; f

tons; uE&B

tons; CellDB

tons; }

FPT

tons; APT

tons; MT

tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No.

524 Port Mel

(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

Repairs of damage to the Bow through collision

with the pier at Geelong and of damage to the Stern through apparently striking some wreckage with the loss of part of the propeller blades and the shock and continued vibration caused by the above.

Bow: - 2nd 1 + 2 plates in the 2nd stake below sheerstake on each side, and also 2nd 1 plate in the 3rd stake below on each side, cut out paired and refitted, and three indentos in the bow plating paired in place. 2nd 2, 3 and 4 frames on starboard side and 2nd 2 and 4 on port side paired in place, and 2nd 3 on port side part renewed. 2nd 1 lower deck beam cut out paired and refitted, 2nd 2 cut out paired & a new arm welded on same, and the beam renewed in place.

Stern: - The two boss plates renewed on each side with plates $\frac{15}{20}$ and $\frac{13}{20}$ thick. 2nd 2, 3, and 4 frames from the stern post renewed in way of the boss on each side and doubling frames fitted to each

P.T.O

SUMMARY OF DAMAGE REPAIRS: - 6 Plates, Paired or Repaired; 5 Frames, ditto. 4 Plates, Renewed; 7 Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pontons, & Crutches	Good	Copper, or Y.M.	"	Hatches	Good
Waterways	"	Timbers of Frame at the openings	"	(State if on Felt.)	"	Boats	"
Coamings	"	Ditto ditto at other places	Not seen	When put on, Month	"	Masts, Yards, &c.	"
Up'r Dk. Beams & Fastenings	"	Keelsons	Part seen	Rudder	Good	Condition, how ascertained	From dk.
Low'r Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Windlass & Capstan	"	Sails	"
Plating	"	Salting	"	Pumps	"	Equipment letter	"
Planking	"	(State if examined.)	"	Engine Room Skylights	"	Anchors, No. of	13, 15, 2K.
Teacocks or Rivets	"	Ceiling	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	Yes
Breasthooks & Stems	"	Cement or Asphalt	"	Scuppers	"	" length	size
		(State which.)	"	Cargo & Main Hatchways	"	" Rule length	size
		Tanks	Not seen			Hawsers & Warps	Good
		(State if now tested.)	"			Standing & Running Rigging	"
		Caulking of Bot'm, D'k, & Wat'rw'ys	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 ptND91, &c."

This vessel as far as seen is now in good and efficient condition and eligible in our opinion to remain as classed with record of survey "9.94"

Office Fee (if chargeable) per scale 11, Sep. 27

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

*Is Certificate now required?

Committee's Minute

Character assigned

Fees applied for,

11/10/94

Received by me,

11/10/94

Last

E. B. Chambers

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



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Lloyd's Register
Foundation

LON 703 - 0260

100A1
Oct 94

of them in way of the boss. Chock plates fitted to h^o 2
3 and 4 frames both above and below stern tube and
to h^o 5 and 6 frames below the stern tube. A plate and
reversed frame fitted above the iron flat in after peak to
h^o 2 frame. The rivets securing the plate immediately above
and below the boss plates to the stern post renewed &
about 150 started rivets in the frames, reversed frames,
chock plates & shell plates in the after peak now renewed.
The deep cement in the form after bays of after peak
renewed.

The rudder lifted and pintles retouched, steering gear
overhauled and a butt strap fitted to the rudder plating
on each side.

How done, not on account of damage.

Vessel placed in dry dock bottom examined
cleaned and painted. Upper deck between bridge
house and poop recaulked and cement in alleyways
of bridge house renewed.

E. B. Humphreys

Geo. W. Morpur