

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17th Oct. 1894 When handed in at Local Office 18

Port of London

No. in Reg. Book.

Survey held at London

Date, First Survey Sept 18th Last Survey 13th Oct. 1894

(No. of Visits 12)

Master Casson

863 on the Wood, Iron or Steel Bk. "Hudson"

TONNAGE:-

Built at Stockton

By whom M. Pearce & Co.

When 1869 3

GROSS 848

UNDER DK 763

NET 797

Owners' Address

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

Surveyed Afloat & in Dry Dock? - Name of Dock Poplar Dry Dock Destined Voyage Glasgow to Lond.

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. 9298 Port Off

(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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd

Vessel placed in dry dock bottom examined, cleaned and painted, rudder lifted and hulls rebrused. The lumber boards and ceiling hatches as required by the Rules lifted all fore and aft, & cement and ironwork examined; the ironwork in lower hold above close ceiling scaled and painted. The peak examined and ironwork in same scaled and recoated with paint and cement wash. The pumps & sluices examined, ironclad machinery and stripped & examined, chain cables roused, mash wedges removed; masts spars and rigging overhauled and the fore topgallant yard and the mainmast renewed of pitch pine.

The following now supplied to replace those lost:-

One lower anchor, weight 24⁰ 0⁰, test 23⁰ 17⁰ 2⁰, certificate 11090 dated Tipton 13th August 1888 E. R. Isitt Sup^t

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

PRESENT CONDITION OF THE

| | | | | | | | |
|------------------------------|------|-------------------------------------|------|---------------------------------|---------------------|------------------------------|---------------------|
| Decks | Good | Transoms, Pointers, & Crutches | Good | Copper, or Y.M. | (State if on Felt.) | Hatches | Good |
| Waterways | " | Timbers of Frame at the openings | " | When put on, Month | Year | Boats | " |
| Coamings | " | Ditto ditto at other places | " | Rudder | Good | Masts, Yards, &c. | " |
| Up'r Dk. Beams & Fastenings | " | Keelsons | " | Windlass & Capstan | " | Condition, how ascertained | By exam |
| Low'r Dk. Beams & Fastenings | " | Clamps, Shelves & Stringers | " | Pumps | " | Sails | Good |
| Plating | " | Salting | " | Engine Room Skylights | " | Equipment letter | " |
| Planking | " | (State if examined.) | " | Coal Bunker, Open'gs, Lids, &c. | " | Anchors, No. of | 3 B: 15: 2 K |
| Treenails or Rivets | " | Ceiling | " | Scuppers | " | Cables (State if now ranged) | Yes |
| Breasthooks & Stemson | " | Cement or Asphalt | " | Cargo & Main H'tch'wys | " | " length | 270 fms. size 1 1/8 |
| | | (State which.) | " | | | " Rule length | 270 fms. size 1 1/8 |
| | | Tanks | " | | | Hawsers & Warps | Good |
| | | (State if now tested.) | " | | | Standing & Running Rigging | " |
| | | Caulking of Bot'm, D'k, & Wat'r'wys | " | | | | |

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 has now been submitted to all the requirements of the Rules for Special Survey 2nd; she is in good and efficient condition and eligible in my opinion to remain as classed with record "S.S. hon. 2nd 94"

Office Fee (if chargeable) per Scale II., Sec. 27 £ 2 : 0 : 0
 Survey Fee (per Section 28) £ 5 : 0 : 0
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 *Is Certificate now required?

Fees applied for,

19.10.1894

Received by me,

25/10/94

25

E. B. Hampuss

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

HULL CERTIFICATE WRITTEN

Committee's Minute

Character assigned

TUES. 23 OCT 1894

* A

No. 2-94



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Lloyd's Register Foundation

LON 703

0.288

In a Report also sent 1894 on the Machinery of the Ship? If not, state whether, and when, one will be sent

* Certificate, if required, to be sent to

Form No. 2 for Repairs, 205-5000-10/7/94. Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. 2

55923 London

15 fathoms of $1\frac{5}{8}$ ^{Reule sup 1 7/16} stud link chain cable, tests
47 $\frac{1}{2}$ and 66 $\frac{1}{2}$ tons, certificate n^o 14681 dated
Tipton 20th July 1894. E. R. Seitt. Sup^r

E. B. Chambers

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.



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