

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *12 Oct 94* When handed in at Local Office *12 Oct 94* Port of *London*
 No. in Reg. Book. *1158* Survey held at *London* Date, First Survey *11 Aug* Last Survey *9 Oct 1894*
on the Wood Iron or Steel *S. S. Swan* (No. of Visits *Twelve*) Master *J. H. Howlett - 94*

TONNAGE:- Built at *Port Glasgow* By whom *Blackwood & Co* When *1880*
 GROSS *1231* Owners *General Steam Nav. Co* Port belonging to *London*
 UNDER DK. *957* Owners' Address
 NET *778* (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Tyne* Destined Voyage *Liverpool*
 WB=DBa tons; f tons; uE&B tons; CellDB *290* tons; }
 FPT tons; APT tons; MT tons. }

N.B.—All alterations in the existing records should be underlined.

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. *5418* 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100 A. 1.</i>		<i>+ L.M.C. 5-90</i>
<i>10,93</i>		<i>10.8.7.93</i>
<i>SS Lon No 1-590</i>		

Society's Freeboard (if assigned) as painted on Ship and now verified } *1* ft. *11* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S. S. No 1.*

This steamer was placed in dry dock, her bottom cleaned, examined and recoated, the holds and peaks cleared and examined; loose ceiling lifted & lugs examined; the ceiling lifted from the tank tops, tanks examined internally and tested; bunkers cleared and examined; cables ranged, mast wedges removed, masts & spars examined; pumps, sluice valves and watertight doors overhauled; decks, boats, windlass and equipment examined; the requirements of S. S. No 1 have been fully complied with.

Repairs due to wear and tear now effected:—

+ Rudder lifted, pintles rebushed; tank top under boilers repaired by 8 eight plates being renewed, thirteen reverse bars renewed; seven extra frames, two extra floors and screen bulkhead now fitted; twenty seven intercostal floors, seven frames doubled, centre keelson and two side keelsons part doubled under boilers.

P.T.O.

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

PRESENT CONDITION OF THE

Decks	Transoms, Porters, & Crutches	Copper, or T.M.	Hatches
Waterways	Timbers of Frame at the openings	(State if on Felt.)	Boats
Coamings	Ditto ditto at other places	When put on, Month Year	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Rudder	Condition, how ascertained
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Sails
Plating	Battens (State if examined.)	Pumps	Equipment letter
Planking	Ceiling	Engine Room Skylights	Anchors, No. of
Treenails or Rivets	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged)
Breasthooks & Stemson	Tanks (State if now tested.)	Scuppers	" length size
	Caulking of Bot'm, D'k & Wat'r'wys	Cargo & Main H'tch'wys	" Rule length size
			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 good and efficient condition, eligible in our opinion to remain as now classed, with record of survey Lon 10-94, and the notation SS Lon No 1-94. The record WB=Cell DB to 65' 88' 2108 to be inserted in the Register Book.

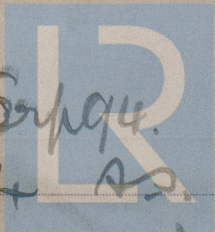
Office Fee (if chargeable) <i>per Scale II., Sec. 27</i>	£	:	:	Fees applied for,	
Survey Fee (<i>per Section 25</i>)	£	4	10	0	23. 10. 18. 94
Special Damage or Repair Fee (if any)	£	:	:	Received by me,	
(<i>per Sec. 25.</i>)				3/11/94	
Travelling Expenses (if chargeable)	£	:	:	18. 94	
Second Surveyor's Fee (if any)	£	:	:		

*Is Certificate now required?

Committee's Minute

Character assigned

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



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In a Report also sent new 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.—107/94.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Lon 703-0304

55-933 Lon

Repairs continued

* decks repaired and recaulked; other repairs of a minor character effected.

The tank under the Engines & Boilers is no longer used for ballast purposes and the sea connection has been fitted with a blank flange.

E. J. Milton.
A. Elliott.

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.

