

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 31st 94 When handed in at Local Office Oct 31st 94 Port of LondonNo. in Survey held at London Date, First Survey 2-10-94 Last Survey 29-10-1894
Reg. Book. 122 on the Wagon 8 8' Deerhound Master E. Smith 82TONNAGE:— Built at London By whom Forrest & Son When 1882-10
GROSS 443 Owner Walker, Howard Roy Port belonging to London
UNDER DE. 329 Owners Address
NET 271 (if not already entered in Appendix to Register Book.)Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Lower Globe Destined Voyage Goole
WB=DBa tons; f tons; uE&B tons; Cell DB tons; }
FPT 46 tons; APT 22 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. 55788 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 Damage Repairs T S.S. NO 3.

This steamer was reported to have damaged the Starboard side amidships, & fore part of fore hold by striking the Quay wall at Greenock.

The vessel was placed in Dry Dock, on the starb side 26 plates were dealt with of which 2 were renewed, 7 removed faired and replaced, 17 faired in place. 30 frames & the reverse frames attached, were faired in position, of which 4 were strengthened & repaired fitting an additional back frame, and a frame & a reverse frame being partially renewed.

The after end of main deck stringer plate renewed, also two plates in the lower deck stringer. plates and the

SUMMARY OF DAMAGE REPAIRS:— 24 Plates, Faired or Repaired; 30 Frames, ditto. 2 Plates, Renewed; — Frames, ditto. Other Repairs 30 stringer plates renewed

PRESENT CONDITION OF THE		Good	
Decks	Transoms, Raincocks, & Gutters	Good	Good
Waterways	Timber of Frame at the openings		
Platings	ditto ditto at other places		
Fore Dk. Beams & Fastenings	Keelsons		
Aft Dk. Beams & Fastenings	Clamps, Blocks & Stringers		
Decking	Sailings		
Stowage	Ceiling		
Boards or Rivets	Cement and Asphalt		
Fastenings & Bolts	Tanks <u>yes after peak</u>		
	Cantering of Bot'm, D'k, & Wat'r'ys		
	Copper or Lead		
	(See separate sheet)		
	When put on, Month		
	Rudder	Good	
	Windlass & Capstan		
	Pumps		
	Engine Room Skylights		
	Coal Bunker, Open'gs, Lids, &c.		
	Scuppers		
	Cargo & Main H'tch'ys		
	Hatches	Good	
	Boats		
	Masts, Yards, &c.		
	Condition, how ascertained	from all parts	
	Sails		
	Equipment letter		
	Anchors, No. of	3 B. 1 S. 1 K	
	Cables (State if new ranged)	yes	
	length	165 ft. size 1 1/2"	
	Rule length	165 ft. size 1 1/2"	
	Hawsers & Warps	sufficient	
	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 ptnd 91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in our opinion to remain as classed, & to have the notation for S.S. NO 3 when after peak ballast tank is tested & a fresh record of survey

Fee (if chargeable) per Scale XX., Sec. 27 £ : : Fees applied for, of survey

Fee (per Section 25) S.S. NO 3 £ 6 : 0 : 0 1.1. 1894

Damage or Repairs £ 5 : 5 : 0 Received by me, Edward Jno Tierney

Expenses (if chargeable) £ : : : Surveyor to Lloyd's Register of British & Foreign Shipping.

Surveyor's Fee (if any) £ : : : Wm. Hooper

Certificate required? Yes FRIDAY 2 NOV 1894Certificate assigned? Yes 100A1Certificate assigned? Yes + LMC 10, 94Certificate assigned? Yes La 703 - 0337 1/2

face & stringer angles renewed. Of the side keelson 1 length of bulb plate removed, faired & refitted, the angles to same being faired in place in wake of the coal bunker. In the fore hold the bulb keelson was similarly dealt with.

3 bunker stays & 2 boiler stays on starb side were removed straightened & replaced, the side bunker plating renewed, the boiler room bulkhead faired in place & supported by an additional vertical angle stiffener & the bunker end similarly treated, on the port side of stoke hold bulkhead, one plate removed & renewed. & adjacent plates faired in place, one plank of RQD renewed, the wood waterway replaced, & seven planks of main Deck in Cabin renewed, the ceiling in starb bunker renewed, The Bridge Deck & part of RQ Deck Caulked, & wood work in cabins &c replaced, new work painted. & Cement examined in way of damage &c.

Special Survey No 3. (part). This vessel was placed in dry dock the bottom examined cleaned & coated. The holds and peaks cleared, also coal bunkers; all the close ceiling removed, & the oxidation beaten off the surfaces of the plating & framing and afterwards recoated. & ceiling replaced. The plating ^{was examined in way of side lights} It was not considered necessary to drill the plating as there was no apparent diminution of thickness. The cement was examined all fore and aft & repaired where necessary. The chain cables were ranged out for inspection & the decks examined. The masts, spars, and general equipment overhauled the wedges being removed. The after ^{peak} deep ballast tank tested with water & examined inside, the fore peak tank also examined. The pumps, sluice valves and watertight door examined. The requirements of the Special Survey No 3 fully complied, except that the fore peak ballast tank requires to be tested with water, of which the owners have been advised by letter. The owners representatives state that it is inconvenient for them to test this tank at the present moment.

Edward H. Turner
Arthur J. Turner