

REPORT of SURVEY for REPAIRS, &c.

Report of Survey When handed in at Local Office 1894 Port of London
 Survey held at London Date, First Survey Nov 19 Last Survey Dec 15 1894
 (No. of Visits nine) Master J. J. Sharpe
 on the Wood, Iron or Steel S. S. Carib YEAR. MONTH. 1882 9

NAME:— Built at Stockton By whom Richardson, Duck & Co When 1882 9
 1437 Owners Anderson, Anderson & Co Port belonging to Stockton
 K. 1088 Owners' Address _____
 912 (if not already recorded in Appendix to Register Book.)

Registered Afloat or in Dry Dock? _____ Name of Dock S. H. J. Dock Destined Voyage _____
 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).

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 examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how examined.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A.1.		* L.M.E. 1.91
S. S. ton No. 2.91		B.S. 2.94
8.94		

Survey, No. 5746 Port London
 All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; details being detailed in the body of the report, should be summarised in the form shown below. Whenever the weight 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 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 } 1 ft. 10 ins.

CLASSIFICATION, OR EXAMINATION AS PER RULE, FOR Part S. S. No. 3.

The vessel examined afloat, all close ceiling, sparring, wood casings &c removed in holds & forward cross bunker, all oxidation removed and fore & after peaks cleared & sealed, the inner bottom and tank plating in way of the fore & after holds & cross bunker sealed & cleaned, cement in wings examined, the double bottom in holds & cross bunker tested & found satisfactory, the holds, peaks & cross bunker thoroughly examined and the iron work cleaned & recoated, the condition of the poop & fore-castle side plating under side lights ascertained sluices & watertight doors overhauled.

Several brackets to lower deck stringer in cross bunker renewed, fore-castle side plate at after end, port side, repaired, ceiling work renewed
 On examination of the framing &c in the forward cross bunker

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

GENERAL CONDITION OF THE		TRANSOMS, POINTERS, & CRUTCHES		COPPER, OR Y.M.		HATCHES	
Keels	Good	Timbers of Frame at the openings	Good	(State if on Feet.)	Good	Hatches	Good
Decks	"	Ditto ditto at other places	"	When put on, Month	Year	Boats	"
Upper Deck	"	Keelsons	"	Good	"	Masts, Yards, &c.	"
Lower Deck	"	Clamps, Shells & Stringers	"	"	"	Condition, how ascertained	from deck
Fore-castle	"	Salting	"	"	"	Sails	suft.
After-castle	"	(State if examined.)	"	"	"	Equipment letter	"
Fore-peak	"	Ceiling	Good	"	"	Anchors, No. of	3 B's 1 S. 12 kg
After-peak	"	Cement or Asphalt	"	"	"	Cables (State if now ranged)	no
Fore-castle	"	(State which.)	"	"	"	" length	size } Good
After-castle	"	Tanks	70/27 and 4 tested	"	"	" Rule length	size } Suft.
Fore-peak	"	(State if now tested.)	"	"	"	Hawsers & Warps	"
After-peak	"	Caulking of Bot'm, D'k, & Wat'rw'ys	Good	"	"	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 ptND91, &c."

This vessel is now so far as seen in good condition and is our opinion eligible to remain as classed without fresh record of survey and on the survey being completed to have the same recorded in the Register Book.

Fee (if chargeable) per Scale II., Sec. 27	Fees applied for,
£	18.
£	Received by me,
£	18.
£	
£	
£	

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

Committee's Minute _____
 Character assigned Deferred for compl. of No. 3
 Certificate now required? _____
 TUES 9 APR 1895
 THUR 11 APR 1895
 TUES 16 JUL 1895
 Lloyd's Register Foundation
 LN704 0079

56069. Jan.

the frames & reversed frames were found to be slightly wasted and the lower horizontal stiffening bar on the bunker bulkhead damaged. It was recommended that a web frame be fitted in the cross bunker & that the damaged stiffening bar be doubled and these recommendations will be carried out before the survey is completed.

To complete S.S. N°3 the following requires to be carried out. viz:- The E & B space to be examined, bunkers in E & B to be cleared & examined, double bottom in E & B space to be tested, double bottom to be examined internally all fore & aft, cement in bottom to be examined, decks, masts, spars, windlass, steering Engine, and general equipment to be examined, chain cables to be ranged & examined, a web frame to be fitted on each side of the cross bunker and bulkhead stiffening bar to be repaired and the vessel to be examined in dry dock.

C. B.

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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