

WED. 30 JAN 1895

(Received at London Office

18

No. 56208.

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th Jan 1895. When handed in at Local Office 18 Port of LondonNo. in Reg. Book. Survey held at London Date, First Survey 14th Jan 1895 Last Survey 29th Jan 1895

on the Wood, Iron or Steel 12h "Banca" Master James Reid

By whom Russell & Co When 1883 4

TONNAGE:- Built at Pt Glasgow Port belonging to Glasgow

GROSS 1046 Owners W & Lichgow

UNDER DEK 938 Owners' Address

NET 918 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? By Name of Dock Milwall Destined Voyage Cape Town

WB=DBa tons; f tons; uE&B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 12672 Port G

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.

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

Damage & Condition

REPAIRS, OR EXAMINATION AS PER RULE, FOR

This vessel experienced heavy weather while on a voyage from Wellington to Omeedin and thence to London & sustained damage on the 11th July & 5th Sep 1894.

The Port lower anchor and fifteen fathoms of cable were, upon examination, found to be missing. Stated to have been lost when heaving up anchor.

Three work ports in Port bulwark carried away and fastenings of one on star^d side damaged.Bulwark in way of fore rigging, star^d side, bent in, above main rail; & two plates at this part cracked, and a bulwark stanchion broken.

The Port hawse pipe broken; and cable lifter (Port one) of windlass broken this stated as having occurred simultaneously with loss of anchor & cable.

All the above damage has now been made good. A new anchor has

SUMMARY OF DAMAGE REPAIRS: 2 Plates, Faird or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE Doubling Plates under Sounding Pipes not seen

Decks good Transoms, Pointers, & Crutches not seen

Waterways Timbers of Frame at the openings

Coamings Ditto ditto at other places

Up'r Dk. Beams & Fastenings not seen Keelsons

Low'r Dk. Beams & Fastenings Clamps, Shells & Stringers

Plating good Salting (State if examined.)

Planking Ceiling

Treenails or Rivets Cement or Asphalt (State which.)

Breasthooks & Stemson Tanks (State if now tested.)

Caulking of Bot'm, D'k, & Wat'r'ys

Copper, or Y.M. (State if on Felt.)

When put on, Month Year

Rudder good

Windlass & Capstan

Pumps not seen

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers good

Cargo & Main H'tch'ys

Hatches good

Boats

Masts, Yards, &c.

Condition, how ascertained from Bu not seen

Sails

Equipment letter R

Anchors, No. of 3 15 1K

Cables (State if now ranged) No

" length with the new length

" Rule length stated as now correct

Hawsers & Warps 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."

As far as seen this vessel is now in a good & efficient condition & eligible in my opinion to remain as classed with fresh record of survey 1,95

Office Fee (if chargeable) per Scale II., Sec. 37

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any) (per Sec. 28.)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for, 30/11 1895

Received by me, 5/21 1895

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

Committee's Minute

Character assigned 100A1

FEB 1 1895

Lloyd's Register Foundation

WON 704-0217

been supplied and compared with the certificate, as follows —

No of certificate 16825 Wt of anchor 30-0-0 do stork 7-2-0
Test 28-12-2-0. Rodgers Iron Stork anchor by Ed. Finch & Co. Tested
by J.R. Girtt at Nippon 1st Jan 1895

Wt per rule 30-0-0 Test 28-12-0-0

One new length of Cable has been supplied & compared with certificate as
follows Cert. No 15011. 14 fathoms 5½ feet of 1¾" cable with a
jimmy and one end shackle. Test 55-2-2-0. Maker Ed Finch & Co
Tested by J.R. Girtt at Nippon 1st Jan 1895 Wt 23-1-22

Size of cable per rule 1 12/16 Wt 23-0-0

The wash ports have been renewed & damaged one repaired

The cracked portion of bulwark cut away, and upper portion
renewed & connected by double riveted edge strips. The top gallant rail
partly renewed. The damaged stanchion repaired & a small stanchion
fitted above main rail at this port

The Port hauser pipe and cable lifter of windlass renewed
satisfactorily

The vessel bottom has been examined in dry it is in good condition
& has been cleaned & coated. The rudder has been relubricated

A Campbell

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.