

REPORT of SURVEY for REPAIRS, &c.Date of writing Report 16/1/95 When handed in at Local Office 16/1/95 Port of LondonNo. in Reg. Book. 341 Survey held at London Date, First Survey 18/12/94 Last Survey 12/1/1895on the Wood, Iron or Steel 8/8 Godiva Master Wandless 94TONNAGE:— Built at Middlesbro' By whom R Braggs When 1882-10GROSS 1866 Owners Demerara & Berbie S S Coy Ltd Port belonging to LondonUNDER DK. 1114 Owners' AddressNET 887 (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Lincolne Destined Voyage New LuceWB=DBa 67 tons; 63 tons; uE&B tons; CellDB tons; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

APT tons; MT tons. }

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. 52974 Port Lou

(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 Part 8 & No. 3.

This steamer was placed in dry dock, the bottom examined cleaned & coated.

The fore & after Peaks, cleared and examined and all oxidation chipped & beaten off the surfaces of the iron work, and these surfaces recoated.

There being no apparent diminution of the thickness of the shell plating it was not considered necessary to drill the same.

All the close ceiling lifted throughout the holds and bunkers, and the water ballast Tanks Flooded with water to light water line.

The manhole doors of the Tanks removed (contd)

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

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Transoms, Bainters, & Gatchers	Good	Good	Copper on T.M.	Good	Hatches	Good
Waterways	Stanchions of Frame at the openings	Good	Good	(State if painted)	Good	Boats	Good
Coamings	ditto at other places	Good	Good	When put on Month	Good	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Keelsons	Good	Good	Rudder	Good	Condition, how ascertained	Good
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Good	Good	Windlass & Capstan	Good	Sails	Good
Plating	Selling	Good	Good	Pumps	Good	Equipment letter	Good
Roofing	(State if painted)	Good	Good	Engine Room Skylights	Good	Anchors, No. of	Good
Decking	Ceiling	Good	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (State if now ranged)	Good
Decking	Cement on Asphalt	Good	Good	Scuppers	Good	length	Good
Decking	Tanks	Good	Good	Cargo & Main H'tch'ys	Good	Rule length	Good
Decking	Caulking of Bot'm, D'k, & Wat'rw'ys	Good	Good		Good	Hawsers & Warps	Good
Decking		Good	Good		Good	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 ptND91, &c."

This steamer now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed, without a fresh record of survey subject to the completion of the survey on her return to the U.K. as proposed by the owners

Office Fee (if chargeable) per Scale I., Sec. 27

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Is Certificate now required?

Committee's Minute

Character assigned

Deferred for compl. of No. 3

Surveys

Lloyd's Register Foundation

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Port of London

Continuation of Report No. 56209

dated Jan 17 1907 on the

s.s. Godiva

and tanks cleaned & examined inside
The cement floors and framing examined
all fore and aft

The plating under side lights examined
throughout the vessel.

The chain cables were ranged out for
inspection & patent windlass examined

The pumps, sluice valves, and watertight
doors examined

The general equipment overhauled

To complete the Special Survey No 3

- ① The iron decks require to be carefully
examined, the iron deck on the port
side of main hatchway was found to
be reduced to $\frac{1}{4}$ of inch in thickness, a
number of rivets &c were renewed, & the
deck tested & made efficient for the voyage
- ② The coal bunkers under Bridge &c
require to be cleared of coals, the main
Deck & side plating above require to be
cleaned & examined.
- ③ The masts, spars &c require to be examined
aloft as required by Rules.

Repairs:—

The fore & aft coamings of main hatchway
renewed. 16 hold pillars removed, faired
and replaced. 2 Hawse pipes renewed
4 strakes on port side of bridge deck
renewed. 2 plates of the boiler bearers
renewed. 23 Intercostal plates under
Boilers doubled between the floors, 18 on
the starboard side & 5 on the port side
9 reverse bars under Boilers doubled by
means of rider plates. The cement
in bottom largely repaired, a considerable
number of rivets renewed in the shell
plating throughout the vessel, about
200 in main tank, 150 in after tank
260 in shell above the tank, & about
150 in the iron decks

Edward J. Turner