

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16/1/95 18 When handed in at Local Office 16/1/95 18 Port of London

No. in Reg. Book 344 Survey held at London Date, First Survey 18/1/94 Last Survey 12/1/1895
on the Wood, Iron or Steel 8/8 Godiva (No. of Visits) 13 Master Nameless 94

TONNAGE:- Built at Middlesbro By whom R Braggs When 1882-10
GROSS 1366 Owners Demerara & Berbie & Co Ltd Port belonging to London
UNDER DK. 1114 Owners' Address
NET 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 Guinea
WB=DBa 67 tons; f 63 tons; uE&B tons; CellDB tons; }
APT tons; APT tons; MT tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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
CHARACTER: For Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

(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.)

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 Flood 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	Transoms, Beams, & Girders	Conner or T.M. (State if painted) When put on Month Year	Hatches
Decks Good	Good	Good	Good
Waterways	Stanchions of Frame at the openings		Boats
Coamings	ditto at other places		Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons		Condition, how ascertained
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers		Sails
Plating	Selling (State if painted)		Equipment letter
Roofing	Ceiling		Anchors, No. of
Decorative Rivets	Cement or Asphalt (State if tested)		Cables (State if now ranged)
Breasthooks & Stowage	Tanks (State if now tested)		length size
	Caulking of Bot'm, D'k, & Wat'rw'ys		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 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 II, Sec. 27 £
Survey Fee (per Section 25) £ 8-0-0
Special Damage or Repair Fee (if any) (per Sec. 26) £ 16-0-0
Travelling Expenses (if chargeable) £ 7-4-0
Second Surveyor's Fee (if any) £
Is Certificate now required?

Fees applied for, 20/11 18.95
Received by me, 1/7 18.95
Surveyor to Lloyd's Register of British & Foreign Shipping.
Edward J. M. Tierney
FRIDAY 1 FEB 1895
TUES. DEC 24 1895
Lloyd's Register Foundation

Form No. 3 for Repairs, 205-850-8, 1/14. - Transfer Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

St 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 etc were renewed, & the
deck tested & made efficient for the voyage
- (2) The coal bunkers under Bridge etc
require to be cleared of coals, the main
Deck & side plating above require to be
cleaned & examined.
- (3) The masts, spars require to be examined
aloft as required by Rules.

Repairs.—

The fore & aft coamings of main hatchway
renewed. 16 hold pillars renewed, fair'd
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