

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 31 Jan 1895 When handed in at Local Office 18 Port of London

No. in Survey held at Lt Yarmouth Date, First Survey and Last Survey 29th Jan 1895

Reg. Book. on the Wood, Iron or Steel S. S. Amelia Master J. Bannant

TONNAGE:- Built at Ayr By whom S. Mc Knight &amp; Co When 1894 - 8

GROSS 357 Owners H. Newhouse &amp; Co Port belonging to Lt Yarmouth

UNDER DK. 231 Owners' Address

NET 103 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Yellow's Dry Dock Destined Voyage Boasting

WB=DBa tons; f tons; uE&amp;B tons; CellDB tons; Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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. 9203 Port Hull

(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, &amp;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 stated to have been caused by the vessel striking the Pier at Gordenston on the 23rd January 1895.

How done:- One indented plate in "E" strake abreast of fore hatchway on starboard side, faired in place; one length of bent butt plate of bilge keel on starboard side faired in place; Four broken fair-lead-ers renewed; two 90 ftm lengths of 4½ Manilla hawsers supplied to complete equipment; Broken cable-lifter shaft of steam windlass renewed; steering gear overhauled &amp; examined; Rudder head fractured, rudder unshipped, welded at head, and one broken pintle renewed.

The weld at rudder head as far as can be seen, is sound and good, but owing to the position of the same, it is considered desirable to fit a new rudder; this the Owners state will be done at Hull in about three weeks, for which time the present rudder is considered satisfactory. The Owners have promised to advise the Local Surveyors when the new rudder is being fitted.

Bottom equipment &amp;c examined found in good condition and bottom coated with paint.

SUMMARY OF DAMAGE, REPAIRS:- 1 Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs Rudder &amp; steering gear

PRESENT CONDITION OF THE

Decks good Transoms, Pointers, &amp; Grotches good Copper, or Y.M. good

Waterways " Timbers of Frame at the openings " When put on, Month Year

Coamings " Ditto ditto at other places " Rudder Temporary repaired good

Up'r Dk. Beams &amp; Fastenings " Keelsons " Windlass &amp; Capstan good

Low'r Dk. Beams &amp; Fastenings " Clamps, Shelves &amp; Stringers " Pumps "

Plating " (State if examined.) Engine Room Skylights "

Painting " Cement or Asphalt (State which.) Coal Bunker, Open'gs, Lids, &amp;c. "

Rivets or Rivets " Tanks not tested Scuppers "

Breasthooks &amp; Steamers " Caulking of Bot'm, D'k, &amp; Wat'rw'ys " Cargo &amp; Main H'tch'w'ys "

Hatches good Boats "

Masts, Yards, &amp;c. " Condition, how ascertained from deck

Sails not seen Equipment letter f

Anchors, No. of 213-15-1K

Cables (State if now ranged) no

" length " size "

" Rule length " size "

Hawsers &amp; Warps sufficient

Standing &amp; Running Rigging good

General Observations, Opinion as to Class, Recommendation, &amp;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 pEND91, &amp;c."

This vessel is now in a good and efficient condition and eligible in my opinion to remain as classed and to have record of survey 1.95 Yar when a new rudder has been fitted

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

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £ 2 : 3 : 6

Second Surveyor's Fee (if any) £

Fees applied for, 31/11 18.95

Received by me, Wm Morrison

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

Is Certificate now required?

Committee's Minute TUES. 5 FEB 1895 TUES 18 JUN 1895

Character assigned Deferred White Hull. Rpt sent 5/2/95 Deferred for survey of rudder d. White Gown dr. 18.6.95