

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *14 Feb 1895* When handed in at Local Office *Feb 1895* Port of *London*
No. in Reg. Book *625* Survey held at *London* Date, First Survey *January 31 1895* Last Survey *January 31 1895*
(No. of Visits)

on the *Wood*, Iron or Steel *Iron* *Mid Surrey* Master *Dobyn*
Built at *Newcastle* By whom *Palmer's Co.* When *1890*
Owners *Harris & Dixon* Port belonging to *London*
Owners' Address _____
(If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *On Dry Dock* Name of Dock *W & Dock* Destined Voyage _____
W.B.=D.B. _____ tons; f *240* tons; u&g B _____ tons; Cell D.B. _____ tons;
F.P.T. _____ tons; A.P.T. _____ tons; M.T. _____ 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.

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>*90A1</i>	<i>10.93</i>	<i>*NB</i>
<i>L.L. 11.7.93</i>	<i>10.93</i>	<i>L.M.C.</i>
		<i>10.93</i>

Society's Freeboard (if assigned) as painted on Ship and now verified } *2 ft. 10 ins.*

Last Survey, No. *55780* Port *London*
(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 Hawkers 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 *Damage*

This vessel was in collision on the 17th of Jan. last on the river Tyne & received damage on both bows, & amarrships, on Port side.

The 2^d plates from stem in both strikes of Forecastle side both sides cracked & bent three frames cracked on starboard side & three bent on both sides. General bar, fore & aft, slightly damaged & caulking of deck started.

An anchor daint socket broken, anchor daint on both sides bent; two night lights & fair lead broken. Ball carried away from stock of Port Bower anchor & stock of Starboard anchor bent & split.

All the above damage has now been made good. The four broken shell plates have been renewed. The three cracked frames doubled from deck to deck, with reverse bar, & the six bent frames faired in place. Damaged general bar faired in place & doubled. Forecastle deck recaulked.

over

SUMMARY OF DAMAGE REPAIRS:—Plates, Faired or Repaired; *7* Frames, ditto. *7* Plates, Renewed; _____ Frames, ditto. Other Repairs *as above*

PRESENT CONDITION OF THE		TRANSOMS, POINTERS, & CRUTCHES		COPPER, OR Y.M.		HATCHES	
Decks	<i>good</i>	Timbers of Frame at the openings	<i>good</i>	(State if on Felt.)	<i>good</i>	Boats	<i>good</i>
Starways	<i>good</i>	Ditto ditto at other places	<i>good</i>	When put on, Month	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Samings	<i>good</i>	Keelsons	<i>not seen</i>	Eudder	<i>good</i>	Condition, how ascertained	<i>from Dec</i>
Star Dk. Beams & Fastenings	<i>good when seen</i>	Clamps, Shelves & Stringers	<i>good</i>	Windlass & Capstan	<i>good</i>	Sails	<i>not seen</i>
Star Dk. Beams & Fastenings	<i>good</i>	Salting	<i>good</i>	Pumps	<i>not tried</i>	Equipment letter	<i>in</i>
Plating	<i>good</i>	(State if examined.)	<i>good</i>	Engine Room Skylights	<i>good</i>	Anchors, No. of	<i>2 N 1 S 2 H</i>
Planking	<i>good</i>	Ceiling	<i>good</i>	Coal Bunker, Open'gs, Lids, &c.	<i>good</i>	Cables (State if now ranged)	<i>not</i>
Seamails or Rivets	<i>good</i>	Cement or Asphalt	<i>good</i>	Scuppers	<i>good</i>	" length	<i>size</i>
Weatherhooks & Stemson	<i>not seen</i>	(State which.)	<i>good</i>	Cargo & Main H'tch'w'ys	<i>good</i>	" Rule length	<i>size</i>
		Tanks	<i>not</i>			Hawkers & Warps	<i>good</i>
		(State if now tested.)	<i>not</i>			Standing & Running Rigging	<i>good</i>
		Caulking of Bot'm, D'k, & Wat'r'w'ys	<i>good</i>				

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 & is eligible in my opinion to remain as classed with fresh date of survey *(2, 95)*

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,	
Survey Fee (per Section 28)	£	:	:	12. 2. 18. 95	
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	5	5	0	Received by me,
Travelling Expenses (if chargeable)	£	0	11	0	<i>28/2/95</i>
Second Surveyor's Fee (if any)	£	4	14	0	<i>ACB</i>
Is Certificate now required?					<i>4/3</i>

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

Committee's Minute *TUES 19 FEB 1895* *FRI 22 FEB 1895*
Character assigned *90A1* *dup 95*
TUES 11 JUN 1895
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LON704-0326

56241. Jan.

The davit socket has been renewed & the two bent davits straightened. A new ball fitted on stock of port lower anchor & a new stock fitted to the starboard one.

Side lights & fair lead & other minor fittings made good. Forecastle water way plank partly renewed, both sides.

Further damage occurred at the same time, on the port side, amidships. Just before the bridge, one bulwark plate, one plate of sheerstrake, & one deck stringer plate, were broken & damaged; also the gunwale bar & wood upper portion of bulwark. This damage has now been made good; the three broken plates have been renewed, also the gunwale bar & wood portion of bulwark, & some minor fittings at this part renewed.

The vessel was also struck just before the port quarter, starting the caulking of deck at side; but beyond fraying the outside mouldings, doing no further injury. The quarter deck has been recaulked at this part.

The vessel's bottom has been examined in dry dock. It is now in good condition & has been cleaned & coated.

APPA