

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18-2-95 When handed in at Local Office 18-2-95 Port of London
 No. in Survey held at London Date, First Survey 2/1/95 Last Survey 18-2-95
 Reg. Book. 52 on the Wood, Iron or Steel S.S. "Neva" (No. of Visits) 11 Master Donaldson 93
 YEAR. MONTH.

TONNAGE:- Built at Sunderland By whom S.P. Austin & Sons When 1883
 GROSS 1448 Owners C.M. Normwood & Coy. Port belonging to London
 UNDER DK. 1145 Owners' Address

NFT 903 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Afloat Name of Dock River Destined Voyage not fixed
 WB=DBa 66 feet; f 96 feet; u&B tons; Cell DB tons; Particulars of Classification (which must be inserted
 450 tons; APT tons; MT tons. precisely as in Register Book & Supplements).

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. 5616 Port London

(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 Damage Repairs.

in consequence of damage sustained whilst lying at Anchor at West India Dock Buoy on Sunday the 20th January 1895 about 5 p.m. through the S.S. Ann Webster, striking the vessel on the Starboard quarter in way of Cabins. on the Starboard quarter. one quarter deck sheer stake plate cut out and renewed, one bulwark plate removed furnaceed and replaced, & one plate abaft same heated & faired in place, the mooring pipe removed & replaced, one frame heated & faired in position & a bosom cover fitted over fracture. the inside & outside bulwark rail mouldings removed in way of damage and replaced with parts new (continued.)

SUMMARY OF DAMAGE REPAIRS: 2 Bulwark Plates, Faired or Repaired; 2 Frames, ditto. 1 Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Good		Good		Good	
Decks	Good	Transoms, Pointers, & Gratings	Good	Copper, as Vell	Good	Hatches	Good
Waterways	Good	Timbers of Frame at the openings	Good	(Standard of Construction)	Good	Boats	Good
Coamings	Good	Ditto ditto at other places	Good	When put on, Month	Good	Masts, Yards, &c.	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Good	Condition, how ascertained	Good
Low'r Dk. Beams & Fastenings	Good	Clamps, Girders, Stringers	Good	Windlass & Capstan	Good	Sails	Good
Plating	Good	Selling	Good	Pumps	Good	Equipment letter	Good
Blanketing	Good	(Standard of Construction)	Good	Engine Room Skylights	Good	Anchors, No. of	Good
Boards or Rivets	Good	Ceiling	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (State if now ranged)	Good
Breasthooks & Stowage	Good	Cement on Deck	Good	Scuppers	Good	Rule length	Good
	Good	(Standard of Construction)	Good	Cargo & Main Hatchways	Good	Hawsers & Warps	Good
	Good	Tanks	Good		Good	Standing & Running Rigging	Good
	Good	(State if now tested)	Good		Good		Good
	Good	Caulking of Bot'm, D'k, & Wat'r'ys	Good		Good		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 ptd 91, &c.”

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed, subject with a fresh record of Survey Lon 2/95

Office Fee (if chargeable) per Rule II, Sec. 27 £ : : Fees applied for, £ 18
 Survey Fee (per Section 28) £ : : Received by me, £ 18
 Special Damage or Repair Fee (if any) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 *Is Certificate now required? £ : :
 Committee's Minute FRI 22 FEB 1895
 Character assigned 100A1

To a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent.

TUES 19 FEB 1895

Port of London

Continuation of Report No. 56257 dated 18 Feb 95 on the

S S 'Neva'

Two damaged bulwark stanchions removed repaired and refitted. The R Q Dk stringer angle iron fared in place, & the waterway angles caulked where requisite. Six awning plate sockets refitted to bulwarks, one poop frame fared in place. Two circular side lights in cabin removed repaired & refitted.

The steering chains and rods in wake of above repairs removed and replaced together with the leading block for the steering chains, and the chafing piece underneath chains. The cement in the waterway replaced. and the deck caulked in way of damage.

The starboard margin plank on starboard side of poop removed & refitted & fastened, the side and overhead linings, mouldings fittings of bath Room & W.C. also in Store Room removed where necessary and replaced as originally.

The damaged & repaired work repainted as before.

Edward J. Tierney.