

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2nd April 1895 When handed in at Local Office 18 Port of London
 No. in Survey held at London Date, First Survey 13/5/95 Last Survey 28th March 1895
 Reg. Book. 222 on the Wood, Iron or Steel Sigs "Carab" Master Sharpe

TONNAGE:— Built at Stockton By whom Richardson Duck & Co When 1882 9
 GROSS 1437 Owners Anderson Anderson & Co Port belonging to Stockton
 UNDER DEK. 1088
 NET 912 Owners' Address

(If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? W & Dry Dock Name of Dock W & Dry Dock Destined Voyage Jamaica

WB=Deba tons; f tons; uE&B tons; CellDB 323 tons; } Particulars of Classification (which must be inserted
 FPT 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. 56069 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.)

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).
* 100A1		* LMC
8.94		1.91
SS LON W 2-91		BS 2,94

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Towards completion SS No 3

See London report no 56069 in which the parts that require to be surveyed to complete this survey are specified; these with the exception of testing tank under boilers have now been done.

The tank top under boilers has been partly renewed, & two doublings fitted in forward stowhold the plating having been found thin at this part.

The side longitudinal & vertical keel immediately under the boiler, wasted thin, have been doubled; also the upper part of floor plates, at same part doubled.

Brackets to intermediate frames at vertical keel, wasted thin under boiler, have been renewed; also the reverse bars at this part, renewed.

The inside of tanks has been examined all fore & aft & cement & iron work found in good condition.

A number of the plates of side bracing fore & aft part have been renewed.

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

PRESENT CONDITION OF THE	Doubling Plates under Sounding Pipes	Transoms, Pointers, & Crutches	Copper, or I.M. (State if on felt.) When put on, Month Year	Hatches
Decks	good	not seen		good
Waterways	"	"		"
Coamings	"	"		"
Up'r Dk. Beams & Fastenings	not seen	"		"
Low'r Dk. Beams & Fastenings	"	"		"
Plating	good	"		"
Planking	"	"		"
Treadways or Rivets	"	"		"
Breasthooks & Stemson	not seen	"		"
		Keelsons	good	
		Clamps, Shells & Stringers	not seen	
		Salting (State if examined.)	"	
		Ceiling	good	
		Cement or Asphalt (State which.)	"	
		Tanks (State if now tested.)	no	
		Caulking of Bot'm, D'k, & Wat'rw'ys	"	
				Boats
				Masts, Yards, &c.
				Condition, how ascertained
				Sails
				Equipment letter
				Anchors, No. of
				Cables (State if now ranged)
				" length
				" Rule length
				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."

As far as seen this vessel is now in a good & efficient condition & is eligible in our opinion to remain as classed with fresh date of survey 3,95 the notation of special survey to be deferred until the boiler tank is tested.

Office Fee (if chargeable) per Scale II., Sec. 27	Survey Fee (per Section 25)	Special Damage or Repair Fee (if any) (per Sec. 25)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Is Certificate now required?
£	8 : 0 : 0	£ 0 : 16 : 0	£	£	

Fees applied for,

5.4.18.95

Received by me,

10.4.18.95

AKD 10.

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

Alampbell & Sons

Arthur R. Cooper

2019

TUES 16 JUL 1895

Lloyd's Register

Foundation

LON 405-0002

Deferred for compl. of no. 3.

8/9/95

pc. no. 3

56362 Jon

I repaired also some stays renewed & repaired The iron work in the bunkers is in good condition also that in the Machinery space.

In the cross bunker the alternate frames have had reverse frames fitted; this arrangement has been adopted as an alternative to fitting web frames as first proposed.

The Mast spars & rigging have been examined aloft and at weading, and are in good condition Windlass, stunnings gear & general equipment good.

The Cables have been ranged & are 270 fath in length by $1\frac{5}{8}$ bare.

The bottom has been examined in Dry dock it is in good condition & has been ^{sealed} cleaned & coated The rudder has been relubricated & 3 new pintles fitted

To complete the survey the double bottom under boilers has to be tested; this will be done at the first opportunity.

The condition of the shell plating as to preservation, was such as in my opinion, not to necessitate any drilling. A.C.A.