

**REPORT of SURVEY for REPAIRS, &c.**Date of writing Report **8<sup>th</sup> May 1895** When handed in at Local Office **18**Port of **London**No. in  
Reg. Book.Survey held at **Tilbury and London** Date, First Survey **18<sup>th</sup> Feb?** Last Survey **19<sup>th</sup> April 1895**

(No. of Visits)

Master **Horman**

YEAR.

MONTH.

TONNAGE:—

GROSS **2773**UNDER DE. **2654**NET **1119**Built at **W. Hartlepool**By whom **W. Gray & Co**When **1886** **11**Owners **Atlantic Transport Co. Ltd**Port belonging to **London**Owners' Address **—**

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

Surveyed Afloat or in Dry Dock?

Name of Dock **Tilbury & S. W. 1. 5K** Destined Voyage **Philadelphia**

WB=DBa

tons; f

tons; uE&amp;B

tons; CellDB

tons; }

FPT

tons; APT

tons; MT

tons. }

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

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

+ 100 A. 1.

2. 94.

S.S. H.P. 4<sup>th</sup> 1-90

+ 2mb 3.90

1882.94

Society's Freeboard (if assigned) as

painted on Ship and now verified

5 ft 7 ins.

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. **52984** 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, &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 **of damage through collision with the S.S. "Loch Maree" and Part Special Survey 2<sup>nd</sup> 2.**

On Starboard side:— Four plates of forecastle side plating renewed and one ditto faired in place. Three forecastle stringer plates cut out, one of same faired and refitted, one cropped six inches and faired and refitted and one renewed six inches longer to make up deficiency of adjacent plate; two lengths of continuous angle bar to forecastle stringer renewed and one length cut out faired and refitted.

Five frames renewed from below upper deck to forecastle deck, three frames renewed from below middle deck to forecastle deck, two frames renewed from a little above middle deck to forecastle deck & one frame faired in place. Three reversed frames renewed from a little above middle deck to forecastle deck and one frame faired in place.

Five forecastle beams cut out, the bulk plates to same heated

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

PRESENT CONDITION OF THE

Doubling Plates under Sounding Pipes

**Good**Decks **Good**

Transoms, Decks, &amp; Crutches

Copper, or Y.M.

(State if on Felt.)

When put on, Month

Year

Hatches

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length

Rule length

Hawsers &amp; Warps

Standing &amp; Running Rigging

Waterways

Timbers of Frame at the openings

Rudder

Windlass &amp; Capstan

Pumps

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &amp;c.

Scuppers

Cargo &amp; Main H'tch'wys

Oamings

Ditto ditto at other places

Keelsons

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Up'r Dk. Beams &amp; Fastenings

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Low'r Dk. Beams &amp; Fastenings

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Plating

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Planking

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Treeneails or Rivets

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

Breasthooks &amp; Stowson

Clamps, Shells &amp; Stringers

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bottom, D'k, &amp; Wat'rwys

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 ptND91, &amp;c."

This vessel, so far as seen, is now in good and efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

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

Fees applied for,

Survey Fee (per Section 28)

Completion

9.5.18.95

Special Damage or Repair Fee (if any)

5 : 5 : 0

Received by me,

Travelling Expenses (if chargeable)

less 10%

27/3/95

Second Surveyor's Fee (if any)

4 : 14 : 0

18

\*Is Certificate now required?

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Committee's Minute

FRI 10 MAY 1895

TUES 18 JUN 1895

Character assigned

Deferred for

completion of N.2

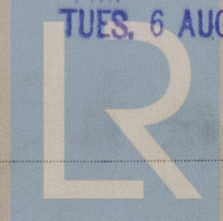
E. B. Humphreys

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

TUES. 24 SEP 1895

FRI. 13 SEP 1895

TUES. 6 AUG 1895

Lloyd's Register  
Foundation

LON 705-01694



## Steel S. S. "Loch Marce" P. Maryland

and fayed and new knees welded on Starboard ends, the double angle bars to each of these beams renewed and the beams refitted.

The forecassle deck and waterways lifted, about one third of the deck and the waterway plank on Starboard side renewed and the remainder of the deck relaid. The forecassle deck recaulked and the main deck from stem to fore hatch also recaulked. The windlass removed overhauled & refitted, the spindles to same straightened & one drum renewed.

Two life-boats repaired.

all the berths fittings &c in forecassle replaced and made good as before, and all the fittings on forecassle deck, removed to carry out above repairs, with all carlings to same replaced & refastened as before.

## Part Special Survey No. 2.

all ceiling removed from the top of the water ballast tanks in Nos 1 2 3 and 4 holds, the tank tops scraped, the tanks tested by water pressure and found tight, the tank tops recoated with tar and cement and ceiling relaid.

The steelwork in holds from orlop deck down to tank margin plate scaled and painted.

The bunkers cleared and examined, ceiling in same lifted & timbers cleared out and examined, and all steel-work in bunkers scaled and painted.

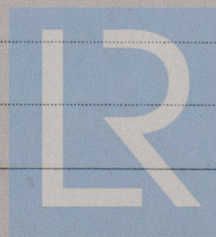
The masts and spars examined.

For part of this special survey already done please see London Report No. 55984.

To complete S. S. No. 2 the following remains to be done.

- (1) The fore and after peak tanks to be tested
- (2) The water-ballast tanks in all holds to be examined inside.
- (3). The engine and boiler space to be examined.
- (4). The chain cables to be ranged
- (5). The pumps sluices and watertight doors to be examined.

E. B. C. Humphreys



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