

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20th May 1895 When handed in at Local Office 18

Port of London

No. in Survey held at London Date, First Survey 5th April 95 Last Survey 18th May 1895

Reg. Book on the Wood, Iron or Steel &c Urnston Grange Master Crickton

YEAR. MONTH.

TONNAGE:-

GROSS 3444

UNDER DECK 3116

NET 2201

Built at Belfast

By whom Workman Clark & Co

When 1894

11

Owners Urnston Grange & 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

Destined Voyage Newport

WE=Decks

tons; f

tons; uE&B

tons; Cell DB

tons;

FPT

tons; APT

tons; MT

tons.

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

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

spar dk.

11.94

* LMC 11.94

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. 4443 Port Bel

(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 & Insulation of holds

This vessel was stated to have taken the ground on 10th Jan last in Boca Channel & on 15th Feb last on Martin's Graceia Bar & on 21st Feb at La Plata; the above groundings causing damage to the fore peak tank BTH^d, & possibly, damage to the bottom in way of No 1 tank of double bottom.

On examining the peak BTH^d it was found that some rivets connecting the rough BTH^d to the cross one, were started. This has now been made good, the tank tested & found tight.

No 1 tank of double bottom has been tested & found tight with the exception of a leak at the heel of one of the pillars, which has now been made good.

It is intended to dock the vessel at Newport to which Port the vessel sails for examination of bottom.

Some minor damage to deck fittings occurred last voyage, through

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 not seen

Decks good
Waterways "
Coamings "
Up'r Dk. Beams & Fastenings "
Low'r Dk. Beams & Fastenings "
Plating good not seen
Planking "
Treenails or Rivets "
Breasthooks & Stemson not seen

Transoms, Pointers, & Crutches "
Timbers of Frame at the openings "
Ditto ditto at other places "
Keelsons "
Clamps, Shells & Stringers "
Salting (State if examined.) "
Ceiling "
Cement or Asphalt (State which.) "
Tanks (State if now tested.) "
Caulking of Bottom, Dk, & Wat'r'ys good

Copper, or I.M. (State if on Felt.)
When put on, Month Year
Rudder good not seen
Windlass & Capstan good
Pumps not tried
Engine Room Skylights good
Coal Bunker, Open'gs, Lids, &c. "
Scuppers "
Cargo & Main Hatchways

Hatches good
Boats "
Masts, Yards, &c. "
Condition, how ascertained from De
Sails not seen
Equipment letter w
Anchors, No. of 3. 13. 18. 1 K
Cables (State if now ranged) no
" length size
" Rule length size
Hawsers & Warps good
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 good & efficient condition & is eligible in my opinion to remain as classed with record of survey after the bottom has been examined at Newport 5.95

Office Fee (if chargeable) per Scale II., Sec. 27 2

Survey Fee (per Section 28) 2

Special Damage or Repair Fee (if any) (per Sec. 28.) 2

Travelling Expenses (if chargeable) 2

Second Surveyor's Fee (if any) 2

*Is Certificate now required?

Fees applied for,

22/5/1895

Received by me,

12/7/95

18

20

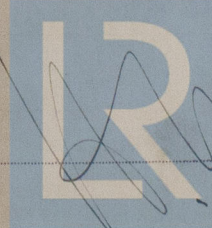
Surveyor to Lloyd's Register of British & Foreign Shipping.

FRI 7 JUN 1895

Committee's Minute

Character assigned

100A1 Spar dk.



© 2019

Lloyd's Register Foundation

LON 905-0246

56548 Lon

heavy weather; this has now been made good

Insulation

Nos 1, 2, & 3, holds ^{no 192} & tween decks have now been insulated for frozen meat trade Hall's system of brine circulation (Carbonic Anhydride). Before covering up the sides & bottom, all iron work was examined, cleaned & painted.

The refrigerating engine is placed in forward tween decks, over the cross bunker. To stiffen the deck under the engine, six additional pillars have been fitted; also a double angle stringer under the beams. An iron cross BTH? has been fitted in tween decks, to divide off the engine room. Four new sidelights have been cut in sheer strake, & compensating angles fitted over.

ACTA.

Damage con^{td}

Since writing the foregoing arrangements were altered & the vessel has been docked. As a result of taking the ground the painting was scraped; the after end of the Star? bilge keel was bent; & a slight indentation made in the shell plate directly above the forward end of the Port bilge keel. The bilge keel has been fair'd. The indentation on the Port side was not sufficiently pronounced to deal with. The bottom is in good condition and has been cleaned & coated.

ACTA.