

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th May 1895 When handed in at Local Office 18 Port of London
No. in Survey held at London Date, First Survey 15th May 1894 Last Survey 18th May 1895
Reg. Book 549 on the Wood, Iron or Steel See in "Hubbuck" (No. of Visits) Master Blower

TONNAGE: Built at Swindon and By whom J L Thompson & Co When 1886
GROSS 2749 Owners W Lind Port belonging to London
UNDER DE. 2596 Owners' Address
NET 1776 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Name of Dock Poplar Destined Voyage Barry
WB=CeBDBorDBa tons; uE&B tons; f tons; }
FPT tons; APT tons; MT 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.

Last Survey, No. 5574 Port Lon
(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.)
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. Year Assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 8.94 * LMC 1.94
88 Lon No 2-93
Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 1 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Repairs of Damage

This vessel has been ex^d in dry dock, the bottom is in good condition and has been cleaned & coated.
The vessel received damage in January last, by collision with the Bk "Genuine Mathilde" in Dunkirk harbour.
Four shell plates on Port bow were incanted. One in sheer, two in strike below & one in strike again below. One plate in strike below sheer has been runned fair & replaced, the remaining three have been fairned in place. The fore gun's bar, bent, has been repaired.
Several of the frames slightly bent have been fairned & lines fitted where necessary.
A broken anchor was broken out with stock 43-1-21 A new one has now been supplied wt of new anchor 35-2-0 Stock 8-2-14 Test 32-15-0-0

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed	✓	✓	✓	✓	✓	✓
Faired or Repaired ...	H	5				

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>good</u>	<u>not seen</u>	<u>good</u>	<u>good</u>
Waterways <u>"</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Keelsons <u>"</u>	Pumps <u>not tried</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>not seen</u>	Clamps, Shells & Stringers <u>"</u>	Sluice Valves <u>"</u>	Condition, how ascertained <u>from Dk</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Salting (State if examined.) <u>"</u>	Watertight Doors <u>"</u>	(State if wedges removed <u>no</u>)
Plating <u>good</u>	Ceiling <u>"</u>	Dblg. Plates under Sounding Pipes <u>"</u>	Sails <u>not seen</u>
Planing <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Engine Room Skylights <u>good</u>	Equipment letter <u>W</u>
Tecmalls or Rivets <u>"</u>	Tanks (State if now tested.) <u>no</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>3 N 15 2 k</u>
Breasthooks & Stemson <u>not seen</u>	Caulking of Bot'm, D'k, & Wat'rwys <u>good</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>no</u>
Transoms, Pointers, & Crutches <u>"</u>	Copper, or Y.M. (State if on felt.) <u>✓</u>	Cargo & Main H'tch'wys <u>"</u>	„ length <u>✓</u> size <u>✓</u>
	When put on, Month <u>✓</u> Year <u>✓</u>		„ Rule length <u>✓</u> size <u>✓</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>"</u>

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 5.95

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,	23.1.18.95
Survey Fee (per Section 28)	£	Received by me,	26.11.95
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 3 : 3		18.
Travelling Expenses (if chargeable)	£ 2 : 17		28.5.95
Second Surveyor's Fee (if any)	£		

Committee's Minute FRI 31 MAY 1895
Character assigned 100 A1
B.S. 5.95
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
LON 705-0272

56563 Lor

Certificate seen. ~~test~~ no 20132 Signed J Hartness. Tested at Sunderland
6th March 1890

The rail on Port side of forecath has swept away.
this as well as a number of minor details, of damage to deck
fittings, have now been renewed & made good.

A.C.H.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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