

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th July 1895 When handed in at Local Office 18 Port of London
No. in Reg. Book Survey held at London Date, First Survey 7th May Last Survey 1st July 1895
(No. of Visits 29) Master W. H. H. H.

492 on the Wood, Iron or Steel Ship "Pleiades"
TONNAGE: Built at Barnaburton By whom A. M. Brillon & Co. When 1869 9
GROSS 1020 Owners Shaw Savill & Albion Co. Port belonging to Southampton
UNDER DE. 935 Owners' Address
NET 997 (If not already recorded in Appendix to Register Book.)
Surveyed Afloat in Dry Dock? Name of Dock Green's Dry Dock Destined Voyage New Zealand
WB=CellDBorDBa 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. 55411 Port Low

(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. + 1
Date of last Survey and of Periodical Surveys. 5.94
S.S. hon. 4th 3-7.82
S.S. hon. 4th 2-90
Society's Freeboard (if assigned) as painted on Ship and now verified 5 4 ft. 2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 4th 3.

Vessel placed in dry dock bottom examined cleaned and painted.

all the close and spar ceiling in hold removed & all oxidation beaten and scraped off the ironwork & the same examined and recoated with paint above close ceiling & thin cement below close ceiling; cement examined, ceiling relaid and a large part of the ceiling between the side keelsons renewed. Fore peak cleared and examined and the iron work in same sealed and painted. all lining in poop removed and the iron work sealed and painted; two plates on port side and one on starboard side in lower strake of poop plating now renewed. one plate of top gallant bulwark between main & fore rigging on port side now renewed.

Pumps & sluice examined, chain cable ranged, mast wedges

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed						
Faired or Repaired ...						
PRESENT CONDITION OF THE	Work of Frame at the openings <u>Good</u>	Rudder <u>Good</u>	Ketches <u>Good</u>			
Decks <u>Good</u>	Boats ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>			
Waterways <u>"</u>	Keelsons <u>"</u>	Pumps <u>"</u>	Masts, Yards, &c. <u>"</u>			
Coamings <u>"</u>	Clamps, Shells & Stringers <u>"</u>	Sluice Valves <u>"</u>	Condition, how ascertained <u>By exam.</u>			
Up'r Dk. Beams & Fastenings <u>"</u>	Salting <u>"</u>	Watertight Doors <u>"</u>	(State if wedges removed <u>Yes</u>)			
Low'r Dk. Beams & Fastenings <u>"</u>	(State if examined.)	Obing. Plates under Sounding Pipes <u>"</u>	Balls <u>Good</u>			
Plating <u>"</u>	Cement on <u>"</u>	Engine Room Skylights <u>"</u>	Equipment letter <u>"</u>			
Planking <u>"</u>	(State which.)	Coal Bunker, Openings, Lids, &c. <u>"</u>	Anchors, No. of <u>3 B. 15. 2 K.</u>			
Transoms or Rivets <u>"</u>	Tanks <u>"</u>	Scuppers <u>"</u>	Cables (state if now ranged) <u>Yes</u>			
Breasthooks <u>"</u>	(State if now tested.)	Cargo & Main Hatchways <u>"</u>	" length <u>200 ft.</u> size <u>1 1/2 - 1 1/2</u>			
Transoms, Paints, & Crutches <u>"</u>	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>"</u>		" Rule length <u>270</u> size <u>1 1/2</u>			
	Copper, or Y.M. <u>"</u>		Hawsers & Warps <u>Good</u>			
	(State if on Vell.)		Standing & Running Rigging <u>"</u>			
	When put on, Month <u>"</u> Year <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. 1-21 and ptnb91, &c."

This vessel has now been submitted to all the requirements of the Rules for Special Survey 4th 3, she is in good and efficient condition and eligible in our opinion to remain as classed with record "S.S. hon. 4th 3-7.95"

Office Fee (if chargeable) <i>per Scale II, Sec. 27</i>	£	:	:	Fees applied for,
Survey Fee (<i>per Section 25</i>)	£	7	0 : 0	6 July 1895
Special Damage or Repair Fee (if any) <i>less 10%</i> (<i>per Sec. 25.</i>)	£	0	14 : 0	Received by me,
Travelling Expenses (if chargeable)	£	6	6 : -	10 July 1895
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character assigned

AT Deferred

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

FRI 12 JUL 1895

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S.S. 2nd 4th 3-7.95

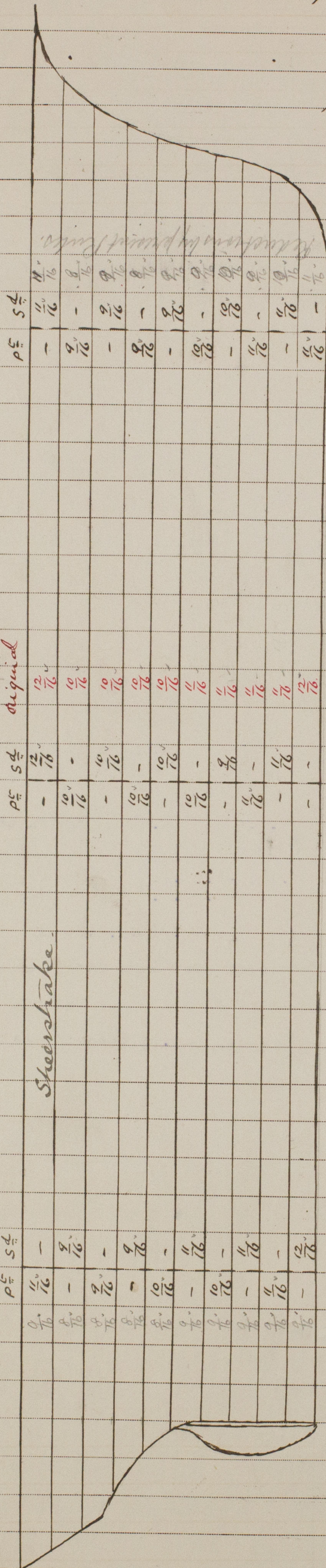
See McCormick

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Lloyd's Register Foundation

LON 706-0004 1/2

Iron Ship "Pleiades"



removed, masts, spars & rigging overhauled and the following now renewed, viz: fore and main lower rigging, main stay, fore and main topmast stay, fore royal stay, fore and main topmast backstays, and the main cap shroud. One angle bar in bowsprit renewed and a number of defective rivets in same renewed; shank boom renewed.

The plating drilled in three sections on each side and the thickness found to be as given on sketch herewith.

E. B. Champness
J. M. Overly