

## REPORT of SURVEY for REPAIRS, &amp;c.

Port 23/9/95 When handed in at Local Office 23/9/95 Port of London  
 Survey held at London Date, First Survey 11<sup>th</sup> Feb 95 Last Survey 19<sup>th</sup> Dec 1895  
 the Wood, Iron or Steel 4/1 Harlow Master Forry 95  
 Built at N. Shields By whom J. F. Pearson When 1865-5  
 Owners J. F. Pearson Port belonging to London

Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Boat or in Dry Dock Dry Dock Name of Dock Canal Dock Destined Voyage Swan  
 Port DBA tons; uE&B tons; f 250 tons; } Particulars of Classification (which must be inserted  
 FPT 20 tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.  
 If any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs  
 (the cause of which must be stated) should be separated from Repairs due to other causes;  
 detailed in the body of the report, should be summarised in the form shown below. Whenever the  
 Chords, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles  
 stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment  
 also the dates and initials of any letters respecting this case.

Survey, No. 56741 Port Don

When held, must be reported in detail and serially in the terms of the Rules. State clearly the  
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 also the dates and initials of any letters respecting this case.

EXAMINATION AS PER RULE, FOR

Damage Repairs

consequence of a collision in the wear  
 Saturday 7<sup>th</sup> Decr 1895 with the St Harrington  
 which in tow of the Luf Hutton  
 steamer was placed in dry dock the  
 bottom examined cleaned & re-coated.  
 Twenty three plates on the port bow were removed  
 and renewed viz 6 in the first strake below  
 sheer, 7 in the second, 6 in the third, 3 in the fourth  
 and 1 in the 5<sup>th</sup> strake below sheer. and the edges  
 of the sheer strake and upper edge of 5<sup>th</sup> strake faired  
 in place. The frames about 30 in number fair in  
 place in way of the damaged plates & 3 frames  
 & reverse frames repaired by bottom proceeds.

DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed ...	<u>23</u>	<u>30</u>	<u>3</u>			
Faired or Repaired ...	<u>12</u>	<u>30</u>	<u>3</u>			
CONDITION OF THE	Timber of Frame at the openings <u>Good</u>	Rudder <u>Good</u>	Hatches <u>Good</u>			
	ditto at other places <u>Good</u>	Windlass & Capstan <u>Good</u>	Boats <u>Good</u>			
	Keelsons <u>Good</u>	Pumps <u>Good</u>	Masts, Yards, &c. <u>Good</u>			
	Chains, Shells & Stringers <u>Good</u>	Sluice Valves <u>Good</u>	Condition, how ascertained <u>Good</u>			
	Sails <u>Good</u>	Watertight Doors <u>Good</u>	(State if wedges removed) <u>Good</u>			
	(State if now examined.) <u>Good</u>	Phing. Plates under Sounding Pipes <u>Good</u>	Sails <u>Good</u>			
	Cement or Asphalt <u>Good</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>Good</u>			
	(State if now tested.) <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Anchors, No. of <u>3 10 15 21</u>			
	Tanks <u>Good</u>	Scuppers <u>Good</u>	Cables (State if now ranged) <u>Good</u>			
	(State if now tested.) <u>Good</u>	Cargo & Main H'tch'ys. <u>Good</u>	" length size <u>Good</u>			
	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>Good</u>		" Rule length size <u>Good</u>			
	Copper, or Y.M. <u>Good</u>		Hawsers & Warps <u>Good</u>			
	(State if now tested.) <u>Good</u>		Standing & Running Rigging <u>Good</u>			
	When put on, Month <u>Mar</u>					

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  
 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."

The steamer now appears to be in good condition  
 eligible in my opinion to remain as classed  
 with a fresh record of survey Don 9/95

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

Survey Fee (per Section 28) ... £

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

Travelling Expenses (if chargeable) ... £

Second Surveyor's Fee (if any) ... £

Committee's Minute

Character assigned

Fees applied for,

23.9.18.95

Received by me,

5/10/95

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



Lloyd's Register  
Foundation

LON706-0366 1/2

Harbour

The starboard anchor ~~was~~ removed  
furnaced & straightened, & the <sup>cast iron</sup> socket renewed.

The wood transposing blocks on forecable  
head renewed also the two cast iron  
fairleads on same.

The forecable stanchions on each side  
repaired & replaced 1 on port side renewed.

The starboard anchor stock straightened  
and refitted. and the port anchor  
cleat on port side renewed.

The foreway renewed and refitted  
& served.

The forecable deck recaulked and  
about 20 feet of wood main reel renewed.

The port hawse pipe blocks &c refastened  
and the lockers & forecable fittings on  
this side replaced.

A 3" & a 2" wire (mat) rope hawsers renewed &  
certificates of test produced.

The cement in fore plate between frames  
replaced.

Wear & tear and damage due to collision with barges &  
the allipid caused not exactly known.

Seven plates on the starboard bow  
removed and replaced with new.

Edward W. Turner.