

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

Date of writing Report *21<sup>st</sup> Dec 95* When handed in at Local Office *1895* Port of *London*

No. in Reg. Book *300* Survey held at *London* Date, First Survey *9<sup>th</sup> Dec* Last Survey *18<sup>th</sup> Dec 1895*

on the *Wood, Iron or Steel* S.S. "*Sargasso*" Master *Taylor*

TONNAGE:— Built at *Glasgow* By whom *J. & B. Thomson* When *1883* MONTH *5*

GROSS *1441* Owners *Scrutton, Sons & Co* Port belonging to *London*

UNDER DK. *1309* Owners' Address *(if not already recorded in Appendix to Register Book.)*

NET *927* Surveyed Afloat or in Dry Dock *On* Name of Dock *H. S. Dry Dock* Destined Voyage *H. Indies*

WB=CellDBorDBa tons; uE&B tons; f tons; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. *56574* Port *Lon*

(Periodical Surveys, when held, must be reported in detail and seriatim 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 *Part S.S. No. 3.*

*Keel and bottom examined in dry dock, the peaks, holds, coal bunkers and under engines & boilers cleared and examined, all close ceiling in bunkers, and in the holds removed (except that above the bilge keelson on each side in fore & after holds) the plating under sidelights examined, all hold battens removed, and the floors, frames, stringers, plating & chipped, cleaned & recoated, including bunkers & peaks, and the battens and ceiling refitted; (the plating being found good it was thought unnecessary to drill it) chains ranged and equipment examined, also pumps & sluices, mast wedges removed & masts, spars & rigging examined, deck examined, new boiler casings & stays in bunkers fitted; fore lower topsail yard renewed, new mast coats fitted, and the bottom cleaned and recoated.*

*To complete the survey, the close ceiling above bilge stringer on each side in fore & after holds to be removed, and after peak tank tested, notice of this was given to the overboarder, and is to be done on return.*

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

  

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways	at other places <i>—</i>	Windlass & Capstan <i>—</i>	Boats <i>—</i>
Coamings	Keelsons <i>—</i>	Pumps <i>—</i>	Masts, Yards, &c. <i>—</i>
Up'r Dk. Beams & Fastenings	Stringers, Clamps & Shells <i>—</i>	Sluice Valves <i>—</i>	Condition, how ascertained <i>Examined</i>
Low'r Dk. Beams & Fastenings	Salted <i>✓</i>	Watertight Doors <i>—</i>	(State if wedges removed <i>No</i> )
Plating	(State if examined.)	Dbng. Plates under Sounding Pipes <i>—</i>	Sails <i>Good</i>
Blanking	Cement or Asphalt <i>—</i>	Engine Room Skylights <i>—</i>	Equipment letter <i>✓</i>
Rivets or Nails	(State which.)	Coal Bunker, Open'gs, Lids, &c. <i>—</i>	Anchors, No. of <i>8 B. 15. 1 K</i>
Breasthooks & Stems	Tank <i>not tested</i>	Scuppers <i>—</i>	Cables (State if now ranged) <i>✓</i>
Transoms, Pointers, & Crutches	(State if now tested.)	Cargo & Main H'tch'ys <i>—</i>	length <i>240</i> size <i>1 1/16</i>
	Caulking of Bot'm, D'k, & Wat'rw'ys. <i>—</i>		Rule length <i>240</i> size <i>1 1/16</i>
	Copper, or Y.M. <i>—</i>		Hawsers & Warps <i>Good</i>
	(State if on Wall.)		Standing & Running Rigging <i>—</i>
	When put on, Month <i>Year</i>		

## 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, &c."

*This vessel is now in good & efficient condition, and eligible to remain as Classed, without fresh record.*

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 25)	£	7	4	<i>24/12/1895</i>
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>26/5/96</i>
Second Surveyor's Fee (if any)	£	:	:	<i>1896</i>

Committee's Minute

Character assigned

FRI. DEC 27 1895

*Deferred for completion of no. 3*  
*+ 2 M 12, 95 subject*

TUES. JUN 23 1896

*H. M. Overly*  
*H. R. R. R. R. R.*

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

TUES. MAR 24 1896

THUR. APR 2 1896

Lloyd's Register

Foundation

*Defered*  
*pk. No. 3. White*  
*24.25.3.96.*

Lentor - 0312



TUES. MAY 19 1896

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.

H. N. B.

Deferred for  
completion of R. B.

H. N. B.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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