

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....18.....

When handed in at Local Office.....18.....

Port of London

No. in Survey held at London

Date, First Survey Novr. 23/95 Last Survey January 8 1896

Reg. Book. 158 on the Wood, Iron & Steel S.S. Fryoni

(No. of Visits 26 Master Flint

TONNAGE:—

GROSS 1945

UNDER DK 1866

NET 1250

Built at Aberdeen By whom Hall Russell & Co When 1890

Owners J. F. Rennie & Sons Port belonging to Aberdeen

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock Union Dry Dk Destined Voyage Natal

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. 55/31 Port Ntl

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).

+100 A1

Spas Dk

5.94

+LMC694

(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 stated to have been caused by the vessel grounding at Natal in Sept. last (see Natal report No 131); completion 33 Nov.

The vessel was placed in Dry dock & the bottom sighted & found to be set up for a length of about 25 to 30 ft. For 4 of the fore end of the Boilers, the rudder quadrant twisted.

The following repairs have now been carried out. Three flat keel plates taken out & paired & replaced; 4 on Starb. side & plates on the A stake 3 on the B, 3 on the C, & 2 on the D stake taken out & paired & replaced: on the Port side 4 plates on the A stake, 3 on the B, 2 on the C stake taken out & paired & replaced. The floors, frames, reverse bars, centre & side keelsons

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								Rudder quadrant
Faired or Repaired ...	24			22 1/2 ft	4		3	straightened.
PRESENT CONDITION OF THE	Timbers of Frame at the openings	Good	Rudder.	Good	Hatches.	Good		
Decks	ditto at other places	"	Windlass & Capstan	"	Boats.	"		
Waterways	Keelsons	"	Pumps.	"	Masts, Yards, &c.	"		
Coamings	Stringers, Clamps & Shims	"	Sluice Valves	"	Condition, how ascertained	From Dk		
Up'r Dk. Beams & Fastenings	(State if examined.)	"	Watertight Doors	"	(State if wedges removed)	No		
Low'r Dk. Beams & Fastenings	Ceiling	"	Dblg. Plates under Sounding Pipes	"	Sails.	Good		
Plating	Cement on top of plates	"	Engine Room Skylights	"	Equipment letter	2.13.25		
Planking	Tanks	M. tested	Coal Bunker, Open'gs, Lids, &c.	"	Anchors, No. of	3 B. 13 E. 5		
Rivets	(State if now tested.)	"	Scuppers.	"	Cables (State if now ranged)	28		
Breasthooks & Stemson	Caulking of Bot'm, Dk, & Wat'rwys.	"	Cargo & Main H'tch'wys	"	length	stated to be		
Transoms, Pointers, & Crutches	(State if on felt.)	"			Rule length	complete		
	When put on, Month	Year			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."

This vessel is now in good condition & eligible in our opinion to remain as classed with record of Survey 1.96 & 33 Don No 1.95

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

Survey Fee (per Section 25)

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

Travelling Expenses (if chargeable) less 10%

Second Surveyor's Fee (if any)

Fees applied for, 22/11/96

Received by me, 24/11/96

A. Ruck-Keene

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

Committee's Minute

Character assigned

no. 18

100A1 Spas dk.

ss. no. 1-95

FRI. JAN 24 1896

Lloyd's Register Foundation

kan707 - 04222

Steel S.S. "Fryoni."

with their Angles & gus, unriveted in way of the Damage; The centre keelson plates & 20 half floors taken out & fitted & replaced. One floor under the Screen B'head at fore end of Boiler room renewed. Two half floors fitted in place.

The plating of the Donkey Boiler recess removed & the Donkey Boiler lifted out. The DB seating partly renewed, & the lower part of the Screen Bulkhead renewed. Donkey Boiler & its casing replaced. Cement in way of the Damage renewed, & all ceiling & flooring removed to facilitate the repairs & replaced.

Three deck plates above the Lower Cross Bronke & 4 deck beams below them taken out & fitted & replaced; Angle bar frame round this Bronke hatch renewed.

Rudder quadrant taken off, straightened, & replaced & rudder pintles rebushed.

Ballast Tanks in Nos 1 & 3 holds cleaned out & examined, & the tank in No 3 hold cement washed inside.

The Midship deep Tank has been tested, on completion of the repairs, as required by the Rules. (The testing of this Tank completes the S.S. No 1 see Lon report 56782).

The Bottom has been cleaned & painted.

On account of alterations a new steam steering Engine has been fitted.

J. Ruck Keene
A. Mowbray.