

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1st Feb 1896 When handed in at Local Office 18Port of LondonNo. in
Reg. Book.Survey held at LondonDate, First Survey 30th Dec/95 Last Survey 25th Jan 1896

674

on the Wood, Iron or Steel 13th Himalaya

Master

TONNAGE:—

Built at SunderlandBy whom Pile, Hay & CoWhen 1863 11GROSS 1008Owners Shaw, Smith & Albion C^oPort belonging to SouthamptonUNDER DK. 899Owners' Address ✓NET 1008

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

Surveyed Afloat or in Dry Dock? ✓ Name of Dock GreensDestined Voyage New ZealandWB=Cell DBor DBa ✓ tons; uE&B ✓ tons; f ✓ tons;FPT ✓ tons; APT ✓ tons; MT ✓ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 1894 Port Lon

(Periodical Surveys, when held, must be reported in detail and verification 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.)

CHARACTER, ✓ for Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned and now expired.

Machinery and Boiler Surveys (including date of N.E., if any).

+* A.19.94S.S. Lon St 3.12.82S.S. Lon St 2.91Society's Freeboard (if assigned) as 3 ft. 11 1/2 ins.REPAIRS, OR EXAMINATION AS PER RULE, FOR 2nd S. Survey No 3.

Keel and bottom examined in dry dock, all the close ceiling, battens & linings in hold, peaks, fore-castle and poop removed, the floors, frames, stringers, and plating (inside & outside) chipped, cleaned, and recoated throughout, cement examined and repaired where necessary, the plating drilled in various parts as shown in sketch attached, ceiling & battens repaired & refitted, deck examined & found good, pumps overhauled, mast wedges removed, and the masts spars and rigging overhauled, windlass stripped, chains & rigging & equipment examined.

Now done on account of decay. The strake of plating next below side-light to from the front of Poop on Star Side all round the stern, to the front of Poop on Port side cut out and renewed, and the Poop bulkhead port renewed.

SUMMARY OF DAMAGE REPAIRS	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items.
Renewed	18 strake							
Faired or Repaired	200 ft. poop and fore-castle							
PRESENT CONDITION OF THE	Condition of Frame at the openings	Good						
Decks	Good	ditto at other places	—					
Waterways	Keelsons	—						
Coamings	Stringers, Clamps & Shells	—						
Up'r Dk. Beams & Fastenings	Plating	(State if examined.)						
Low'r Dk. Beams & Fastenings	Ceiling	pt. new						
Plating	Cement	(State which.)						
Shanking	Tanks	(State if now tested.)						
Rivets on Transoms	Caulking of Bot'm, Dk. & Wat'rwys.	—						
Breakthroughs & Stanchions	Copper, on Deck	(When put on Deck.)						
Transoms, Pointers, & Crutches	When put on Deck	Good						
	Bulder	Good						
	Windlass & Capstan	—						
	Pumps	—						
	Staircases	—						
	Watertight Doors	—						
	Dble. Plates under Soundings Pipes	Good						
	Engine Room Skylight	—						
	Sea Bunker, Sponges, &c.	—						
	Scuppers	—						
	Cargo & Main Hatchways	—						
	Hatches	Good						
	Boats	—						
	Masts, Yards, &c.	—						
	Condition, how ascertained	Exam'd by						
	Sails	Good						
	Equipment letter	—						
	Anchors, No. of	3 B. 13. 16						
	Cables (state if now ranged)	270						
	length	270						
	size	1 1/4						
	Rule length	270						
	size	1 1/4						
	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 printed, &c."

This vessel is now in good and efficient condition, and eligible to remain as Classed, and may be marked S. S. Lon St 3. 1. 96. with record 1.96.

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

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Sec. 26.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned

Fees applied for,

5.2.96

Received by me,

10/2/96

H. Moverly.

G. B. C. Humphreys

Surveyor to Lloyd's Register of British & Foreign Shipping

BULL CERTIFICATE WRITTEN.

FRI, FEB 14 1896

Lloyd's Register Foundation

LON708-0002 1/2

B^t "Himalaya"

Five shell plates on each side of Forecastle, and one fore-castle stringer plate on each side renewed, the covering board refitted, and fore-castle deck re-caulked. Rudder overhauled, and bottom cleaned and re-coated. —

Carby. Cem

Sketch showing thickness of Plating as drilled.
original thickness mid $\frac{5}{8}$ shown in Red.

P _{oop}	aft		Sheet	Port		Fore-castle	Port
	St ^t	Port		St ^t	Port	St ^t	Port
	11/16	9/16		11/16	Strake 11/16	10/16	10/16
9/16 full		8/16		9/16 full	10/16	8/16	9/16 full
	9/16	8/16		10/16	10/16	9/16	9/16
9/16		8/16		10/16	10/16	8/16	9/16
	9/16	8/16		10/16	10/16	9/16	9/16 full
10/16		8/16		10/16	10/16	8/16	10/16
	11/16	8/16		10/16	10/16	9/16	10/16
				11/16	11/16	7/16	11/16
						10/16	10/16 full

Reduction allowed at ends by present Rules

Original thickness per 1st Entry refers

Reduction allowed at ends by present Rules

H. Moverly

E. B. Humphress