

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

Date of writing Report 29 Feb 1896 When handed in at Local Office 18

Port of London

No. in  
Reg. Book.

Survey held at London

Date, First Survey 20<sup>th</sup> Jan 96Last Survey 22<sup>nd</sup> Feb 1896

(No. of Visits

Master Moore

YEAR.

MONTH.

TONNAGE:—

Built at

Port of London

By whom

W Dammert &amp; Co

When

1879

2

GROSS

428

Owners

J J Harrison

Port belonging to

London

UNDER DK.

357

Owners' Address

NET

270

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

Surveyed Afloat or in Dry Dock

Name of Dock

Nelson Slip

Destined Voyage

Country

WB=CellDBorDBa

tons; uE&amp;B

tons; f

tons;

FPT

tons; APT

tons; MT

tons.

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

CHARACTER.

\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Years  
Assigned  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

\* A1\* 1

5.95

3<sup>rd</sup> Survey 5.95

LMC 3.92

\* NB 10.89

BS 12.95

Society's Freeboard (if assigned) as  
painted on Ship and now verified

2 ft. 1 ins.

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. 57198 Port London

(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, &amp;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 a S.S. No 4

This vessel took the ground on Treport bar in January last receiving damage to bottom

Sitting on the blocks the keel was found to be set up by about 1/2 inch over the after end of fore hold; the plating & frame work on either side on flat of bottom being flattened up by about one inch. The floors at this part showed signs of straining in the riveting to the reverse bar. Three floors at fore end starboard were cracked & have now been renewed. Three frame angles on Port side amidships cracked have been renewed. Six frames cracked in shell plating have been locally doubled.

Instead of joining the keel & framework, slightly distorted as above described, it has been left as it is, but reinforced &

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	9	3		3				
Faired or Repaired ...	10	6						

  

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks	good	good	good
Waterways	ditto	ditto	ditto
Coamings	ditto	ditto	ditto
Up'r Dk. Beams & Fastenings	ditto	ditto	ditto
Low'r Dk. Beams & Fastenings	ditto	ditto	ditto
Plating	ditto	ditto	ditto
Planking	ditto	ditto	ditto
Rivets or Treennails	ditto	ditto	ditto
Breasthooks & Stems	ditto	ditto	ditto
Transoms, Pointers, & Crutches	ditto	ditto	ditto

  

Timbers of Frame at the openings	Rudder	Hatches
Keelsons	good	good
Stringers, Clamps & Shelves	ditto	ditto
Salting	ditto	ditto
Cement or Asphalt	ditto	ditto
Tanks	ditto	ditto
Caulking of Bot'm D'k. & Wat'rw'ys	good	ditto
Copper, or I.M.	ditto	ditto
When put on, Month	Year	Year

  

Windlass & Capstan	Pumps	Sluice Valves	Watertight Doors	Db'ng. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunker, Open'gs, Lids, &c.	Scuppers	Cargo & Main H'toh'ys
ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto	ditto

  

Boats	Masts, Yards, &c.	Condition, how ascertained	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	Rule length	size	Hawsers & Warps	Standing & Running Rigging
ditto	ditto	alight	ditto	ditto	5	yes	180	1 1/2	good	ditto

## 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 S. No. 1-91 and ptND91, &c."

This vessel now appears to be in good & efficient condition & is eligible in my opinion to remain as classed but record of special survey to be deferred until the fore peak tank is tested.

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) less 10%	Second Surveyor's Fee (if any)
£ 2 : 10 : 0	£ 5 : 5 : 0	£ 7 : 15 : 0	£ 6 : 19 : -	

  

Fees applied for,	Received by me,
3/3/96	5/3/96

Committee's Minute

Character assigned

FRI. MAR 6 1896

TUES. JUN 16 1896

Lloyd's Register Foundation

LON 708-0240



thirty two double reverse bars extending from brigs to brigs; this at the same time making good the straining on the tops of the blooms. Also a double angle inter-vental side Keelson has been fitted on either side  $3\frac{1}{2} \times 3$  angles with interentials connected to shell

The following shell plates have been taken off fairing & replaced Port side—A strake No 9. B strake Nos 7 & 8. C strake No 8. Starboard side—B strake Nos 7, 8 & 9. C strake Nos 7, 8 & 9. Liners fitted where necessary to fair plating

The following shell plates were found cracked in process of fairing & have now been renewed—Port side Nos 6, 7 & 8 <sup>forward</sup> B strake No 6. C strake No 6, 7 & 9. Starboard side Nos 7 & 8 <sup>forward</sup> strake.

All the requirements of the No 4 special survey have now been held with the exception of the testing of the fore peak tank; this it is intended to do shortly

The holds peaks & bunkers have cleared iron-work examined & all found good; two bunker stays have been renewed

Ceilings lifted in excess of the rules cement & iron work good cement renewed in fore hold on account of damage repairs

Engines & boiler bridges cleared & examined

Pumps & sluices overhauled Mast & rigging examined aloft

The bottom is in good condition; the rudder has been bushed

Alterations:—The top & ends of a disused mainmast ballast tank have been removed & the frames, wasted where this adjoined the sides, have been doubled. Pillars have been altered to suit the now greater depth of hold at this part

A.B.T.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN