

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/4/96 When handed in at Local Office 13/4/96 Port of London
 No. in Survey held at London Date, First Survey 20-4-96 Last Survey 7-4-1896
 Reg. Book. 102 on the Wool Iron & Steel St Harlow (No. of Visits 13) Master Bryer - 95
 TONNAGE:- Built at N. Shields. By whom J. M. Smith & B When 1865-6
 GROSS 828 Owners (J. H. Pearson) Port belonging to London
 UNDER DK. 239 Owners' Address
 NET 523 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Canal Dock Destined Voyage Penarth

WB=CellDBorDBa 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).

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. 57181 Port Lon

(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.)

CHARACTER.
 * for Special Survey,
 Date of last Survey and of
 Periodical Surveys.
 + 90A-
 12/95
 + 113 5790
 Lue 12/93
 S.S. Dwe no 36/90
 S.S. Dwe no 1/94
 Society's Freeboard (if assigned) as
 painted on Ship and now verified } 2 ft. 8 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This steamer was reported to have struck a sunken wreck off Hastings whilst on a voyage from Penarth to London, disabling machinery. & in consequence of heavy sea parted the port cable, & damaging mudlass, & port hawse pipe, deck &c. on the 16th March 1896.

This vessel was placed in dry dock, the bottom examined, cleaned and recoated in places.

on the port side of fore tank the bulge struts removed & replaced Three plates in D strake nos 8-9-10 - no plates in E strake nos 9-10, removed & replaced and the plates on the adjacent faired in place 1/3 nos 8 & 9, then 9-11 in F & nos 9-11 in C strake. The frames and tank margin bar lured fair abreast of main mast in H strake one plate renewed also one plate in way of forehold at Bulge in F strake

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	2	10						
Faired or Repaired ...	12	10						
PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Waterways	Good	Good	Good	Good	Good	Good	Good	Good
Coamings	Good	Good	Good	Good	Good	Good	Good	Good
Up'r Dk. Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Low'r Dk. Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Plating	Good	Good	Good	Good	Good	Good	Good	Good
Planking	Good	Good	Good	Good	Good	Good	Good	Good
Rivets of Deck	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Stanchions	Good	Good	Good	Good	Good	Good	Good	Good
Transoms, Pointers, & Crutches	Good	Good	Good	Good	Good	Good	Good	Good
Timbers of Frame at the openings	Good	Good	Good	Good	Good	Good	Good	Good
Keelsons	Good	Good	Good	Good	Good	Good	Good	Good
Stringers, Clamps & Stanchions	Good	Good	Good	Good	Good	Good	Good	Good
Salting	Good	Good	Good	Good	Good	Good	Good	Good
Cement of Appals	Good	Good	Good	Good	Good	Good	Good	Good
Tanks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Bot'm, D'k, & Wat'rwys	Good	Good	Good	Good	Good	Good	Good	Good
Copper or Iron	Good	Good	Good	Good	Good	Good	Good	Good
When put on, Month	Good	Good	Good	Good	Good	Good	Good	Good
Rudder	Good	Good	Good	Good	Good	Good	Good	Good
Windlass & Capstan	Good	Good	Good	Good	Good	Good	Good	Good
Pumps	Good	Good	Good	Good	Good	Good	Good	Good
Sluice Valves	Good	Good	Good	Good	Good	Good	Good	Good
Watertight Doors	Good	Good	Good	Good	Good	Good	Good	Good
Shing. Plates under Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Engine Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal Bunker, Open'gs, Lids, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good	Good	Good	Good	Good
Cargo & Main H'tch'wys	Good	Good	Good	Good	Good	Good	Good	Good
Hatches	Good	Good	Good	Good	Good	Good	Good	Good
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Good	Good	Good	Good	Good	Good	Good	Good
Sails	Good	Good	Good	Good	Good	Good	Good	Good
Equipment letter	Good	Good	Good	Good	Good	Good	Good	Good
Anchors, No. of	Good	Good	Good	Good	Good	Good	Good	Good
Cables (State if now ranged)	Good	Good	Good	Good	Good	Good	Good	Good
Rule length	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers & Warps	Good	Good	Good	Good	Good	Good	Good	Good
Standing & Running Rigging	Good	Good	Good	Good	Good	Good	Good	Good

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 steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 4/96 also it may be noted that the engines &c are fitted aft

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

Survey Fee (per Section 25) £

Special Damage or Repair Fee (if any) (per Sec. 25.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

29/4/96

Received by me,

18

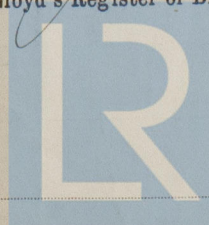
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI, MAY 1 1896

90A-11



© 2019

Lloyd's Register Foundation

LON708-04072

Harlow &

The tanks opened up and cement examined all for safe. & cement renewed where disturbed. 3 pillars removed & raised and replaced.

A new house pipe fitted. The fore tank tested with water, the ceiling in No 2 hold in way of damage all lifted and replaced. The Rudder repaired the rails & stanchions on port ^{starboard} quarters & repaired the steering wheel. refitted; & flange & Cabin funnel renewed. A bow anchor & 30 fms of cable renewed. Particulars from certificate see below.

Near & near C:-

The wooden windlass removed & renewed with a modern patent iron steam windlass, the deck plated over under same & the wood deck renewed in way of same. The longitudinal girders in fore tank secured to floor by new brackets 10 in No & about 20 new legs, & a number of screw bolts & rivets. & sundry other minor repairs.

Edward J. Tierney

Equipment:-

The equipment of this vessel being not strictly in accordance with the Rules, the figure 1 for equipment is not recorded in the Register Book. The lower anchor was replaced by Stockless anchor Vulcan patent. No of certificate 28418 South of Sunderland, 4th February 1896. Wt 20-3-0 Tested to 27-8-0-14 J. H. H. & Co. 30 fathoms of chain cable was supplied 12096. Netterson 3rd Nov 1883 duplicate issued 1733. 24th Aug 1894. She 1³/₈ Stud link Wt 26-2-18 Tested to 51-0-00 & 34-0-00 W. J. H. & Co.

E. J. Tierney