

# 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 4/5 Last Survey May 15<sup>th</sup> 1896  
Reg. Book. 108 on the Wood, Iron or Steel 3.8. Yeta (No. of Visits 10) Master W. C. Wilson  
TONNAGE:— Built at Sunderland By whom J. L. Thompson & Co When 1888 5  
GROSS 2343 Owners Furness Bightman & Co Port belonging to London  
UNDER DK. 1833 Owners' Address  
NET 1505 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock W. J. Gray's Dock Destined Voyage

WB=CellDBorDBa tons; uE&B tons; f tons; } Particulars of Classification (which must be inserted  
FPT tons; APT tons; MT tons. } 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. 101 Port Bas

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.

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).
<u>+100 A1</u> <u>2.96</u> <u>ss By No 1.92</u>		<u>+LMC12.92</u> <u>13.56.95</u>

Society's Freeboard (if assigned) as } 2 ft. 0 ins.  
painted on Ship and now verified }

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & S.S. No 2  
on account of damage stated to have been sustained by grounding on the River Plate on March 8<sup>th</sup> 1896, & also by bumping against lighters when subsequently lightening ship at Campana to get at damaged propeller.

Vessel was placed in Dry dock, several shell plates found indented & scored & a number of rivets on the bottom defective, the after heel of the stern frame set over to Port about 2 inches; the following repairs have now been carried out viz on Port side No 2.374 plates on the A strake, No 17.3 on the B strake, No 17.8 on the C strake, No 5 on the G, No 5 on the H, & No 17.18 on the I strake were faired in place; No 2 plate

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	<u>3</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
Faired or Repaired ...	<u>19</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>

PRESENT CONDITION OF THE	Timber of Frame at the openings.	Rudder.	Hatches.
Decks <u>Good</u>	<u>Good</u> ditto at other places.	<u>Good</u>	<u>Good</u>
Waterways <u>"</u>	Keelsons <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Stringers, Champs & Sticks <u>"</u>	Pumps <u>"</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Selling <u>"</u> (State if examined.)	Sluice Valves <u>"</u>	Condition, how ascertained <u>Inspected</u> (State if wedges removed <u>Yes</u> )
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Watertight Doors <u>"</u>	Sails <u>Good</u>
Plating <u>"</u>	Cement on <u>✓</u> (State which)	Dblg. Plates under Sounding Pipes <u>"</u>	Equipment letter <u>3</u>
<u>✓</u>	Tanks <u>✓</u> (State if now tested.)	Engine Room Skylights <u>"</u>	Anchors, No. of <u>3 B 132 K</u>
Rivets or Stitches <u>"</u>	Caulking of Bot'm, D'k, & Wat'rwys <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>Yes</u> " length <u>240ft</u> size <u>1 1/8"</u>
Breasthooks & Stomachs <u>"</u>	Copper, or T.M. <u>"</u> (State if in place)	Scuppers <u>"</u>	" Rule length <u>240ft</u> size <u>1 1/8"</u>
Transoms, Riggers, & Cantches <u>"</u>	When put on, Month <u>Year</u>	Cargo & Main H'tch'w'ys <u>"</u>	Hawsers & Warps <u>Efficient</u>
			Standing & Running Rigging <u>Good</u>

## 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 5.96 & notation of ss No 2.96

Office Fee (if chargeable) per Scale II., Sec. 27 .....	£	:	:	Fees applied for, <u>19/51 1896</u>
Survey Fee (per Section 28) .....	£	6	-	18
Special Damage or Repair Fee (if any) (per Sec. 28.) .....	£	0	12	0
Travelling Expenses (if chargeable) .....	£	3	8	0
Second Surveyor's Fee (if any) .....	£	:	:	21/51 1896

Committee's Minute  
Character assigned

**FRI. MAY 22 1896**

**FRI. MAY 29 1896**

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

Lloyd's Register  
Foundation

100 A1  
+LMC 5.96  
ss No. 2-96  
London - 0078 3



M. S. S. "Zela"

on the Bstrake, N<sup>o</sup> 374 on the Cstrake were taken off & repaired & replaced:

on the Starboard side N<sup>o</sup> 172 on the Fstrake were renewed (in 3 lengths); N<sup>o</sup> 3711 on the Gstrake, N<sup>o</sup> 13 on the Dstrake were taken off, & repaired & replaced, N<sup>o</sup> 13 on the G & I strakes & repaired in place. A large number of <sup>defective</sup> rivets in the bottom renewed. The After keel of the Stern frame & repaired in place, the aftermost garboard plate on each side were taken off to effect this repair & replaced & cement in way of same made good. Rudder lifted & rebushed & bottom repainted. All ceiling lifted on holds & Bunkers (except N<sup>o</sup> 2 hold which is insulated), hold ballast tanks & after peak tank cleaned out & examined, & all loose & disturbed cement renewed.

All Ballast tanks (including A.P.T.) tested by water pressure, & ceiling made good & relaid. Windlass & winches repaired.

To replace those lost 2 new Bower Anchors have been supplied marked as under.

N<sup>o</sup> cert: 27874. Sunderland 4 June 1895

Smith's patent stockless anchor

Weight 32.3.0 ✓

As per 1<sup>st</sup> Entry report 32.3.0 ✓

Proof chain Tons 30.13.3.0 ✓

Mark 18.94 R.W.C.P.T.S 27874 B T

(Signed) J. Hardness

(Supt.)

N<sup>o</sup> cert: 29509 Sunderland 6 May 1896

Smith's patent stockless Anchor

Weight 28.1.20

As per 1<sup>st</sup> Entry report 28.0.0 ✓

Proof chain Tons 27.10.0.0 ✓

Mark 18.95 R.W.C.P.T.S 29509 B T

(Signed) A. F. Welford

(Supt.)

Also 180 fathoms of new 1<sup>3</sup>/<sub>16</sub>" Chain Cable

N<sup>o</sup> cert: 24799, Netherton, near Dudley 4 April 1896

Total length 137 fms 2 ft. ✓

Size 1<sup>3</sup>/<sub>16</sub>" stud link ✓

as per rule 1<sup>3</sup>/<sub>16</sub>" ✓

Weight 25.0.19 ✓



34. S.S. "Zela"

Breaking strain  $82 \cdot 15 \cdot 0 \cdot 0$  *As per rule  $82 \frac{3}{4}$  tons*  
 Tensile "  $59 \cdot 2 \cdot 5 \cdot 0$  " " " *59  $\frac{1}{2}$*

Mark 6.7.95 L.P.H.-N 24799 B B-T

Makers name Geo. Harlthorne &amp; Co

(Signed) A Green

Superintendent

N<sup>o</sup> cert 24827, Retherton 6<sup>th</sup> May 1896Total length  $165 \frac{1}{2}$  fms. Stud link  $1 \frac{13}{16}$ "Weight  $271 \cdot 3 \cdot 25$  ✓Breaking strain  $82 \cdot 15 \cdot 0 \cdot 0$ Tensile "  $59 \cdot 2 \cdot 5 \cdot 0$ 

Mark 6.7.95 L.P.H.-N 24827 L B-T

Makers name Geo. Harlthorne &amp; Co

(Signed) A Green

Superintendent

For S.S. N<sup>o</sup> 2. Vessel placed in Drydock, bottom sighted, cleaned & recoated. All ceiling lifted in holds (except N<sup>o</sup> 2 hold) & Bunkers, & holds & Bunkers examined, cleaned & recoated (except N<sup>o</sup> 2 hold); N<sup>o</sup> 2 hold ~~which~~ is insulated & a portion of the insulation was cut away & the framing, & plating in way of same found in good condition; All ballast tanks, including after peak tanks, cleaned out & examined, & tested by water pressure as per the Rules; ceiling in holds & Bunkers made good & relaid. Fore peak & Engine & Boiler spaces examined & ~~some~~ reverse bars under boilers repaired. Chain Cables ranged, Masts (wedges removed) & spar rigging examined & foremast dunnell trees repaired; decks, pumps, stowage & general equipment examined.

Appended are the certificates of the two Bower Anchors which were lost, & also the certificate of the lost Chain Cables.

A. Ruck Keene  
 Asst. T. J. J. J.