

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8<sup>th</sup> June 1896 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 656 Survey held at London Date, First Survey 15<sup>th</sup> May 1896 Last Survey 25<sup>th</sup> May 1896  
on the Wood, Iron or Steel Sir Robert Peel No. of Visits 11 Master Hurvel

TONNAGE:— Built at Middlesbro' By whom R Craygs & Son When 1885 MONTH 7  
 GROSS 376 Owners J & Carey Port belonging to London  
 UNDER DK. 241 Owners' Address  
 NET 229 (If not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock A Name of Dock Fontaine Destined Voyage Country  
 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. 56794 Port Low  
 (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.)  
 Society's Freeboard (if assigned) as painted on Ship and now verified } 3 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & part 88 no 3

This vessel went aground in Dunkirk harbour on the 8<sup>th</sup> inst receiving slight damage to bottom. This has now been repaired. In A stoke No 5 plate on Star<sup>d</sup> side & No. 6 on Port side, found cracked, have been renewed. In B stoke No 6 on Star<sup>d</sup> side & No 9 on Port side have been taken off, faired & replaced. No 6 on Port side, cracked, has been renewed. The landing edges at some six places have been faired & riveted. After the completion of these repairs, on the 29<sup>th</sup> May the vessel was run into a bay, fracturing one plate in stoke below sheer Port side about Engine room No 12, this has been renewed & a bent frame doubled. All cementing in way of new work made good. Part 88 no 3 All ceiling planking has been renewed on the bottom.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	<u>4</u>							
Faired or Repaired ...	<u>2</u>	<u>1</u>						

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>good</u>	not seen	<u>good</u>	<u>good</u>
Waterways <u>"</u>	at other places <u>"</u>	"	"
Coamings <u>"</u>	Keelsons <u>good</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Up'r Dk. Beams & Fastenings <u>not seen</u>	Stringers, Clamps & Shelves <u>not seen</u>	Pumps <u>not seen</u>	Masts, Yards, &c. <u>"</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Saltg. (State if examined.) <u>"</u>	Sluice Valves <u>"</u>	Condition, how ascertained <u>from Dk</u>
Plating <u>good</u>	Ceiling <u>good</u>	Watertight Doors <u>"</u>	(State if wedges removed <u>no</u> )
Planking <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Dblg. Plates under Sounding Pipes <u>good</u>	Sails <u>not seen</u>
Rivets or Treenails <u>"</u>	Tanks (State if now tested.) <u>"</u>	Engine Room Skylights <u>"</u>	Equipment letter <u>f</u>
Breasthooks & Stemon <u>not seen</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>4</u>
Transoms, Pointers, & Crutches <u>"</u>	Copper, or Y.M. (State if on Felt.) <u>"</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>no</u>
	When put on, Month <u>✓</u> Year <u>✓</u>	Carg & Main H'tohw'ys <u>"</u>	" length size <u>✓</u>
			" Rule length size <u>✓</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>"</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."

As far as seen this vessel is now in good & efficient condition & is eligible in my opinion to remain as classed with record of survey 6,96

Office Fee (if chargeable) per Scale II., Sec. 27	Fees applied for,
Survey Fee (per Section 25)	18
Special Damage or Repair Fee (if any) (per Sec. 25.)	
Travelling Expenses (if chargeable)	18
Second Surveyor's Fee (if any)	

Received by me, W Campbell Tolson  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned 100A1  
 FRI. JUN 12 1896  
 FRI. 10 SEP 1897  
 Lloyd's Register Foundation  
 LON 709 0173

57753 Lon

between the side keelson from the 5<sup>th</sup> frame abaft-  
collar 131<sup>2</sup>, aft to within the 2<sup>d</sup> beam of the  
aft peak 131<sup>2</sup>. Within this region floors cleared  
& examined; four, at the after end of after hold,  
found wasted at one part, have been doubled. Cement  
good. Engine & Boiler bilges cleaned & examined  
Under deck bilges not yet examined

With the exception of the above portions of the  
bilges all of the survey has yet to be held

It is the owners intention to finish this survey  
when a convenient opportunity should present itself

ALH

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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