

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/6/96 When handed in at Local Office 20-6-96 Port of London
 No. in Reg. Book 473 Survey held at London Date, First Survey 19/5/96 Last Survey June 1896
on the Wood, Iron or Steel S/S Portslade (No. of Visits) 10 Master

TONNAGE:— Built at Sunderland By whom R-Thompson & Co When 1888-8
 GROSS 594 Owners S. Clarke & Co Port belonging to London
 UNDER DEK. 423 Owners' Address
 NET 336 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Regall Dock Destined Voyage Lyne Portslade
 WB=CellDBorDBa tons; uE&B tons; f tons; }
 FPT tons; APT tons; MT tons. }

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.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey, Date of last Survey and of Periodical Surveys.		
<u>+100A1</u>	<u>5/95</u>	<u>+Runc 4/93</u>

Last Survey, No. 56619 Port Lon
 (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 } / ft. 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition
 This steamer was placed in dry dock, the bottom examined cleaned and recoated.
 The ^{Starboard} port side plating & framing of this vessel foreward is somewhat distorted in consequence of striking the walls of the lock at Portslade. The caulking of the seams and butts, also the riveting is satisfactory. The owners representative Mr. Kennedy was advised that the S. S. No. 2 was due in August next, and was informed that the S. S. No. 2 would be held about ^{May} June 97, when the distorted plating & framing on the port side should be again examined & reported upon. (See London report dated May 1895.)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Faired or Repaired ...								
PRESENT CONDITION OF THE	<u>Good</u>				<u>Good</u>		<u>Good</u>	
Decks	Timbers of Frames at the openings	Ditto ditto at other places	Keelsons	Stringers, Clamps & Shells	Salting (State if examined.)	Ceiling	Cement or Asphalt (State if used.)	Tanks (State if now tested.)
Waterways	Rudder	Windlass & Capstan	Pumps	Sluice Valves	Watertight Doors	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunker, Open'gs, Lids, &c.
Coamings	Hatches	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>
Up'r Dk. Beams & Fastenings	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Low'r Dk. Beams & Fastenings	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Plating	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Plating	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Rivets or Trussings	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Breasthooks & Stems	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
Transoms, Pointers, & Crutches	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.
	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges used)	Sails	Equipment letter	Anchors, No. of <u>3 B-18-2K</u>	Cables (State if now ranged) <u>no</u>	Coal Bunker, Open'gs, Lids, &c.

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 appears to be eligible to remain as classed, with a fresh record of Survey.
 Lon 6/96

Office Fee (if chargeable) per Rule II., Sec. 27 £ : : Fees applied for, Edwards & Turner
 Survey Fee (per Section 28) £ : : 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, _____
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute _____
 Character assigned 100A1
 286,96 subject
 FRI. JUN 26 1896
 Lloyd's Register Foundation
 London - 02213

E2

VESSEL'S NAME *S.S. Borderer*

Report *Ln:* No. *57791.*

Remarks of the CHIEF ENGINEER SURVEYOR for the consideration of the Classing Committee.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

SPECIAL SURVEY OF MACHINERY AND BOILERS FOR S.S. No. 3.

This Survey, due *1.96.*, partly held *London 12.95.*
now further advanced as follows:- *The fore Star. Man B^r & its safety valves exam^d.*

and the following repairs done (due to *wear/tear*) *Moderate repairs.*
done to fore Star. Man Boiler.

It is proposed to complete the survey *on vessels return.*

It is submitted that this proposal merits approval and the vessel is worthy to remain as classed, and **WILL BE** eligible for the record

ms. 12.95.
LMC *DS. 5.96.* when the survey has been completed, *subject to the Donkey Boiler not being used again until it has been examined.*

The following remains to be done to complete the Survey, viz:- *The sea & bilge connections to be exam^d. & the Man Safety valves to be adjusted.*

RM

Pms.
20.6.96
Len 709

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Lloyd's Register
Foundation

0221 1/3

Iron S. S. "Borderer"

To complete the S. S. h^o 3 the following remains to be done.

- (1) The after peak to be examined
- (2) h^o 1 2 and 3 upper tween decks and h^o 2 and 3 lower tween decks to be examined
- (3) The iron middle and lower decks all fore and aft to be cleared and examined and sealed if necessary.
- (4) The side and cross bunkers between slop stripes & middle deck to be examined.
- (5) The water ballast tanks under engines and boilers and in after holds to be cleaned out and examined inside.
- (6) The masts spars and rigging to be examined.
- (7) The pumps sluices and water-tight doors to be examined.

E. B. Hampress