

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

Date of writing Report *July 1<sup>st</sup> 96* When handed in at Local Office *July 1<sup>st</sup> 96* Port of *London*  
 No. in Reg. Book. *498* Survey held at *London* Date, First Survey *18 June 96* Last Survey *27 June 1896*  
 on the *Wood, Iron or Steel* *SS Chatfield* (No. of Visits) *10* Master *Pearman &*  
 TONNAGE:— Built at *W Hartlepool* By whom *Irvine & Co* When *1891* MONTH *2*  
 GROSS *2931* Owners *(I Woods)* Port belonging to *London*  
 UNDER DECK *2238* Owners' Address  
 NET *1904* (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Brown & Dry Dock* Destined Voyage *Las Palmas na Cardiff.*  
 WB=Cell DBorDBa tons; uE&B tons; f tons; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 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.

Last Survey, No. *1776* Port *Barry*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

*Damage Repairs*  
 in consequence of the Propeller striking some unseen obstacle on passing out of Barry Dock on Wednesday Jan 1<sup>st</sup> 96 also for taking the ground at Moulmein on Saturday March 2<sup>nd</sup> 1896. On crossing the bar at Bussorah, the vessel got out of the Channel on Wednesday April 27<sup>th</sup> 96 & remained fast for a short period. Also for collision with the SS Drina on Monday May 11<sup>th</sup> 1896 at Bussorah doing damage to Starboard bow.

Repairs:—

This steamer was placed in dry dock, the bottom examined, cleaned and renovated. The sole piece of stern post found flawed, repaired by fitting & wetting substantial clamp plates

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Faired or Repaired ...	<i>9</i>	<i>3</i>	<i>4</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>Sole piece of stern post clamped.</i>
PRESENT CONDITION OF THE	Timber Frame at the openings <i>Good</i>	Rudder <i>Good</i>	Hatches <i>Good</i>					
Decks <i>Good</i>	With ditto at other places <i>Good</i>	Windlass & Capstan <i>Good</i>	Boats <i>Good</i>					
Waterways <i>Good</i>	Keelsons <i>Good</i>	Pumps <i>Good</i>	Masts, Yards, &c. <i>Good</i>					
Coamings <i>Good</i>	Stringers, Clamps & Stays <i>Good</i>	Sluice Valves <i>Good</i>	Condition, how ascertained <i>from deck</i>					
Up'r Dk. Beams & Fastenings <i>Good</i>	Salvage (State if examined.) <i>Good</i>	Watertight Doors <i>Good</i>	Sails <i>Good</i>					
Low'r Dk. Beams & Fastenings <i>Good</i>	Ceiling <i>Good</i>	Dhru. Plates under Sounding Pipes <i>Good</i>	Equipment letter <i>Good</i>					
Plating <i>Good</i>	Cement or Asphalt (State if used.) <i>Good</i>	Engine Room Skylights <i>Good</i>	Anchors, No. of <i>210-18 &amp; 2K</i>					
Flanking <i>Good</i>	Tanks (State if now tested.) <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	Cables (state if now ranged) <i>Good</i>					
Rivets or Screws <i>Good</i>	Caulking of Bot'm, D'k, & Wat'rw'ys <i>Good</i>	Scuppers <i>Good</i>	length <i>seated complete</i>					
Breasthooks & Stem <i>Good</i>	Copper or I.M. (State if on belt.) <i>Good</i>	Cargo & Main H'tch'w'ys <i>Good</i>	Rule length <i>seated complete</i>					
Transoms, Painters & Outfits <i>Good</i>	When put on, Month <i>Year</i>		Hawsers & Warps <i>Good</i>					
			Standing & Running Rigging <i>Good</i>					

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 *Don 6/96*

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

Special Fee for Report £ *5* : *5* : *0*

Special Damage or Repair Fee (if any) (per Sec. 28.) £ *0* : *11* : *0*

Travelling Expenses (if chargeable) £ *4* : *14* : *0*

Second Surveyor's Fee (if any) £

Fees applied for, *July 1896*

Received by me, *11/7/96*

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

Committee's Minute

Character assigned

TUES. JUL 7 1896

10 JAN



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Lloyd's Register Foundation

Lon 704 - 02922



H. Chatfield

on each side of it.

Repairs to starboard bow :- The 2nd plate from stem faired in place and the 3rd plate removed faired & replaced of the upper course of forecastle berthing. The circular side scuttle in this plate removed repaired and replaced, & the head or cope iron on ramp removed faired & replaced.

In the lower course of forecastle berthing the second plate from stem faired in place also the third plate similarly treated.

In the sheer strake three plates Nos 1-2 & 3 from stem faired in place.

In the strake below sheer strake, the No 1 plate faired in position. The No 3 plate removed faired and replaced, & three frames in way of this last plate & one beam arm faired in place & the beam arm doubled. The iron cargo battens &c in way of the above damage repairs refitted.

Advised for Turney