

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27th Oct^r 1896 When handed in at Local Office 1896 is 1896 Port of London
 No. in Reg. Book 482 Survey held at Hole Haven - London Date, First Survey 24th Oct^r 1896 Last Survey 24th Oct^r 1896
on the Wood, Iron or Steel S. S. Port Darwin (No. of Visits one) Master

TONNAGE:- Built at Newcastle By whom A. Leslie & Co YEAR. MONTH. 1884 2nd
 GROSS 2517 Owners A. Cooté & J. A. Ridley Port belonging to London
 UNDER DK. 2423 Owners' Address
 NET 1628 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Afloat Name of Dock in the Thames. Destined Voyage South America
 WB=CellDBorDBa feet; uE&B feet; f feet;
 total capacity tons. FPT tons; APT tons; MT feet 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).
⊕ 100 A. 1		
Spar dk		⊕ L.M.C. 5, 96.
10.5.96		
S.S. Ant. N ^o 3-596		

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

Last Survey, No. 3296 Port Ant
 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 Temporary repairs

At the Owners' request examined this vessel afloat and nearly loaded - to ascertain the damage stated to have been sustained by having tracked the ground and by collision while on her voyage from Antwerp to London on the 23rd inst.

On examination found on the port bow on the fore side of the collision bulkhead, one plate of the first strake below the spar deck sheerslake broken and bent. The next plate further forward bent and probably cracked under the butt strap - the butt strap bent and broken across. Three frames and one, reverse frame broken in the fore peak. The collision bulkhead bent on the port side, and the fore frame at the same bent and started. The after frame of the collision bulkhead cracked. One plate of the side plating

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks	Ditto ditto at other places	Windlass & Capstan	Boats
Waterways	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Coamings	Stringers, Clamps & Shelves	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained (State if wedges removed)
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	Sails
Low'r Dk. Beams & Fastenings	Ceiling	Dblg. Plates under Sounding Pipes	Equipment letter
Plating	Cement or Asphalt (State which.)	Engine Room Skylights	Anchors, No. of
Planking	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged)
Rivets or Treennails	Caulking of Bot'm, D'k, & Wat'rwys	Scuppers	" length (on board) size
Breasthooks & Stems	Copper, or Y.M. (State if on Felt.)	Cargo & Main H'tch'wys	" Rule length (per Table 22) size
Transoms, Pointers, & Crutches	When put on, Month Year		Hawsers & Warps
			Standing & Running Rigging

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 in my opinion efficient for the voyage to South America and back, and eligible to remain as classed, subject to her being examined in dry dock and the port bow permanently repaired - on the vessel's return.

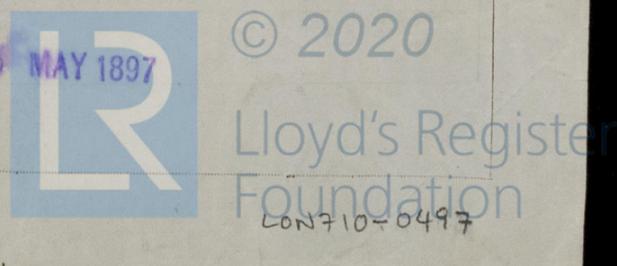
Office Fee (if chargeable) per Scale II, Sec. 27	£			Fees applied for,
Survey Fee (per Section 28)	£			28/10/1896
Special Damage or Repair Fee (if any) (per Sec. 28)	£	22-0/6	18 : 0	Received by me,
Travelling Expenses (if chargeable)	£	2	11 : 0	28/10/96
Second Surveyor's Fee (if any)	£	4	9 : 0	28/10/96

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

Committee's Minute FRI 30 OCT 1896
 Character assigned Deferred for Write Own. dry dock
 * £1. of this amount paid to Surveyor as fee for late attendance.
 28/10/96

In a Report ... see sent now on the Machinery of the Ship If not, state whether, and when, on ... will be sent

Is Certificate required? If so to be sent to



58180 Jan

of the monkey forecastle broken on the port side.

Sounded the holds and ballast tanks and found the vessel was making no water.

The diver reports that on examination of the bottom he found no damage.

J. H. Truscott

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 SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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