

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 22nd Feb 1897 When handed in at Local Office 18

Port of London

No. in
Reg. Book.

Survey held at London

Date, First Survey 18th Jan 1897Last Survey 17th Dec 1896

(No. of Visits 23)

Master

J. P. Austin

When 1896

9

MONTH.

1897

TONNAGE:—

GROSS

1270

UNDER DK.

940

NET

785

Built at

Sunderland

By whom

J. P. Austin & Co

When 1896

9

Owners

H. Cory & Son (Ld)

Port belonging to

London

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock

10.92

Name of Dock

Greens

Destined Voyage

Coasting

WB=Cell DBor DBa

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.

Last Survey, No.

18455

Port

SLO

(Periodical Surveys, when held, must be reported in detail and serially 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 through Collision in the Thames at the S. O. Harrigel, afterwards grounding. —

Kel and bottom examined in dry dock. On the Port side two bulwark plates and stanchions cut out & renewed, ST 5 stanchion plate (from stem) renewed, ST 6. 8 & 16 removed and refitted also one darning plate ST 9 faired in place, and ST 10 & 11 removed and refitted to allow frames to be dealt with. On the Starboard side ST 4 plate renewed, ST 5. 6. 7. 8. 9 & 11 removed, faired and refitted, ST 12 & 15 faired in place, and ST 10 removed & refitted to allow frames to be dealt with. In the 2nd strake below sheer ST 8 & 10 removed, ST 6. 7. 8. 9. 11. 12. 13 & 14 removed, faired and refitted. In the 3rd strake below sheer ST 4. 5. 6. 9. and 10. removed ST 7. 8. & 11. removed, faired and refitted, and ST 12 & 13 faired in place. In the 4th strake below sheer ST 8 removed, and ST 4. 5. 6. over

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

12

14

-

-

3

5

1

1

Hull frames, tank side

Faired or Repaired ...

38

45

-

-

18

7

7

-

PRESENT CONDITION OF THE

Decks

Good

Waterways

Good

Coamings

Good

Up'r Dk. Beams & Fastenings

Good

Low'r Dk. Beams & Fastenings

Good

Plating

Good

Painting

Good

Rivets or Turnbuckles

Good

Breasthooks & Stenson

Good

Transoms, Pointers, & Crutches

Good

Timbers of Frame at the openings

Good

Ditto ditto at other places

Good

Keelsons

Good

Stringers, Clamps & Shelves

Good

Salting

(State if examined.)

Good

Ceiling

Good

Cement or Asphalt

(State which.)

Good

Tanks

(State if now tested.)

Good

Caulking of Bot'm, D'k, & Wat'rwys.

Good

Copper or Iron

(State if now tested.)

Good

When put on, Month

Year

Good

Rudder

Good

Windlass & Capstan

Good

Have Pumps now been examined and found efficient?

Good

Have Sluice Valves now been examined and found efficient?

Good

Have Watertight Doors now been examined and found efficient?

Good

Dblng. Plates under Sounding Pipes.

Good

Engine Room Skylights.

Good

Coal Bunker, Open'gs, Lids, &c.

Good

Scuppers.

Good

Cargo & Main H'toh'wys.

Good

Hatches

Good

Boats

Good

Masts, Yards, &c.

Good

Condition, how ascertained from Dock

Sails

Good

Equipment letter

Good

Anchors, No. of

3 B. 1 S. 1 K

Cables (State if now ranged)

No

" length

size

" Rule length

size

Hawsers & Warps

Good

Standing & Running Rigging

Good

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 and efficient condition, and eligible to remain as Classed with record 2.97.

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

£

Survey Fee (per Section 28)

£

Special Damage or Repair Fee (if any)

£

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

Committee's Minute

FRI 26 FEB 1897

Character assigned

100A

Fees applied for,

25/2 18 97

Received by me,

4/3 18 97

Sd

4

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



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Lloyd's Register Foundation

LON 712-0015 1/2

Port of

Lyon

Continuation of Report No.

58544

dated

on the

J. S. "Harborne"

removed, faired and refitted. In the 5th strake below sheer str. 4 plate faired in place; one length of bidge keel removed and refitted; ten built angle frames two bulkhead, and two web angle frame bars renewed, twenty five built angle frames removed, faired, and refitted, and twenty other frames faired in place; six web frames repaired and riveted; two plates in H. S. bulkhead removed; three hold stringer plates renewed, and seven others removed, faired and refitted; one upper deck beam renewed, and four others repaired and refitted. two half beams renewed, fourteen up^r and refitted, and ten others faired in place; two deck stringer plates renewed and six deck plates repaired and refitted; new port fore rigging fitted; the port side of fore H. B. Tank repaired. H. B. Tanks coated; ceiling in holds and in port further refitted, Ladders reconnected, and the vessel recoated inside and outside. -

H. Moverly.