

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

Date of writing Report *March 1<sup>st</sup> 1897* When handed in at Local Office *18* Port of *London*  
 No. in Survey held at *London* Date, First Survey *Feb 15<sup>th</sup>* Last Survey *Feb 22<sup>nd</sup>* 18 *97*  
 Reg. Book. *192* on the *Wood Iron or Steel* *Twin I.L. Bagalgette* Master *Prie*  
 (No. of Visits *7*)

TONNAGE:— Built at *Barrow* By whom *Barrow I.B. Co* When *1897* 5  
 GROSS *990* Owners *London County Council* Port belonging to *London*  
 UNDER DK. *917* Owners' Address  
 NET *613* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Drydock* Name of Dock *Union* Destined Voyage  
 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.

Last Survey, No. *58283* Port *London*

(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 by collision.*

The damage stated to have been caused by collision in the Thames has now been repaired as follows:— On the Port-side amidships in way of after end of sludge tank, one plate in 7. (bilge) strake renewed & one cut-out faired & replaced; one plate in 9 strake cut-out faired & replaced; one plate in 11 strake and one in 13 strake cut-out faired & replaced, and one plate in 8 strake faired in place. In sludge tank in way of above plates 3 frames & reverse frames renewed, and 6 frames & reverse frames faired & replaced. In lower hold, in way of above plates, 4 frames & reverse frames partly renewed, with joint covers riveted to shell. Main deck stringer plate & watertight angle rivets cut out faired & riveted. Lower deck stringer plate faired in place, & new angle for connecting to shell fitted. 14 beam ends faired, & new knee brackets fitted. Two belting angles cut out faired & replaced with

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	1	73	73					Bridge supports & minor repairs
Faired or Repaired ...	5	610	610		14	2		

  

PRESENT CONDITION OF THE	Condition of Frame at the openings	Rudder	Hatches
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>"</i>	ditto at other places <i>"</i>	Windlass & Capstan <i>"</i>	Boats <i>"</i>
Coamings <i>"</i>	Keelsons <i>"</i>	Have Pumps now been examined and found efficient? <i>"</i>	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Stringers, Clamps & Shells <i>"</i>	Have Sluice Valves now been examined and found efficient? <i>"</i>	Condition, how ascertained <i>from deck</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Salting <i>"</i>	Have Watertight Doors now been examined and found efficient? <i>"</i>	(State if wedges removed <i>no</i> )
Plating <i>"</i>	Ceiling <i>"</i>	Dblg. Plates under Sounding Pipes <i>"</i>	Sails <i>Good</i>
Planking <i>"</i>	Cement <i>"</i>	Engine Room Skylights <i>Good</i>	Equipment letter <i>"</i>
Rivets on Transoms <i>Good</i>	Tanks <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Anchors, No. of <i>3B, 1S, 1K</i>
Breasthooks & Stanchions <i>"</i>	Caulking of Bot'm, D'k, & Wat'r'ys <i>Good</i>	Scouppers <i>"</i>	Cables (State if now ranged) <i>"</i>
Transoms, Pointers, & Crutches <i>not here</i>	Copper, or Y.M. <i>"</i>	Cargo & Main H'tch'ys <i>"</i>	" length (on board) <i>not ranged</i>
	(State if on felt.) <i>"</i>		" Rule length (per Table 22) <i>"</i>
	When put on, Month <i>"</i> Year <i>"</i>		Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>"</i>

## General Observations, Opinion as to Class, Recommendation, &amp;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 & efficient condition & in my opinion eligible to remain as classed with record of survey 2, 97*

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

Fees applied for,

Received by me,

*Per K. Cooper Frank L. Sturgeon*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI. MAR 5 1897

WED. 23 JUN 1897

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Lloyd's Register Foundation



58573 Lon

About 36 ft of new wood belting & 13 rail stanchions straightened.  
Two angle Bridge supports partly renewed with brass  
pieces, & two new cross ties & brackets to deck framed & riveted.

The after bulwark plating on port side: the moulding  
has been cut off on both sides of plate; two lengths framed &  
two renewed; the plating framed in place, & mouldings riveted.

The bottom cleaned & repainted.

F. L. Sturgeon

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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