

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25-3-97 When handed in at Local Office 25-3-97 Port of London
 No. in Survey held at London Date, First Survey 27-3-97 Last Survey 17-3-1897
 Reg. Book 181 on the Wood, Iron or Steel JOHN SRAFTON Master R. T. Lye
 (No. of Visits 15)

TONNAGE:— Built at Newcastle By whom Palmer's Ltd. When 1883-11
 GROSS 563 Owners S. Clarke & Coy Port belonging to London
 UNDER DK. 468 Owners' Address
 NET 334 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Glengall Wk Destined Voyage Jarrow
 WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).
 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. 2427 Port Lou Jer + 100A1. Thucsp96

(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 Hawser 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 } 1 9 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage
 in consequence of grounding at St Heliers, Jersey on the 12th February 1897.
 This vessel was placed in dry dock the bottom examined cleaned & recoated.
 On the starboard side of main hold, ten plates renewed. 4 in A & 4 in B strakes & 2 in C.
 Twelve frames repaired by a back frame 8 in Tank & 4 in hold. A number of frames, faired slightly, in place. 4 Tack brackets faired.
 one shoe plate fitted to the fore foot. & one bent searcher on repaired.
 All the ceiling removed in main hold. The tank top frames, shell plating cleaned & recoated.

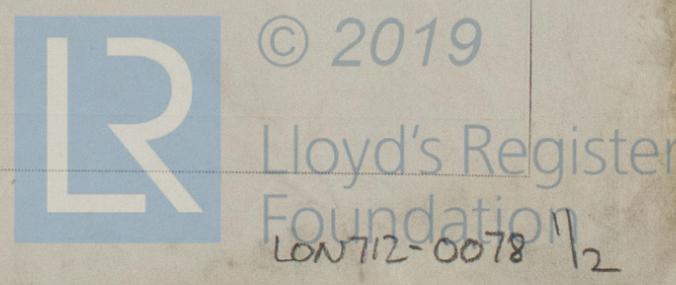
SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	10	—	—	—	—	—	—	Shoe plate & fore foot fitted
Faired or Repaired ...	—	12	—	—	—	—	—	—

PRESENT CONDITION OF THE	Timber of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	ditto ditto at other places <u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways	Keelsons	Windlass & Capstan	Boats
Oamings	Stringers, Clamps & Shells	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Saltng (State if examined.)	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained (State if wedges removed)
Low'r Dk. Beams & Fastenings	Ceiling	Have Watertight Doors now been examined and found efficient?	Sails <u>Good</u>
Plating	Cement or Asphalt (State whether)	Dblng. Plates under Sounding Pipes	Equipment letter <u>33-15-2K</u>
Decking	Tanks <u>Yes</u> (State if now tested.)	Engine Room Skylights	Anchors, No. of <u>33-15-2K</u>
Rivets or Fastenings	Caulking of Bot'm, D'k, & Wat'rwys	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged) <u>no</u>
Breasthooked Beams	Copper or Y.M. (State if now tested.)	Scuppers	length size <u>Good Complete</u>
Transoms, Pointers, & Cutwaters	When put on, Month	Cargo & Main H'tchw'ys	Hawsers & Warps <u>Good</u>

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, 991," or "to remain as classed and to have record of survey, 991, and the notations of ss No. 1-91 and pIND91, &c."
 This steamer now appears to be in a good and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey Lon 3/97

Office Fee (if chargeable) per Scale II., Sec. 27 £
 Survey Fee (per Section 28) £
 Special Damage or Repair Fee (per Sec. 28.) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 Fees applied for, 25/3 1897 Edward Jno Tierney.
 Received by me, 27/3/97
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI, MAR 26 1897
 Character assigned 100A1
25397
111
111



we repaired the Melbourne, the repairs were found to perfectly satisfactory,
a permanent top. The prop's post has been strengthened & secured,
then more than a half of the topgallant sails were taken down & stowed
is been removed; the sail foot secured to the stanchion of the mainmast
of gallant mast; the mainmast secured to the deck; the sails &
anchored. The rigging was repaired & fresh secured. Head
is being repaired. The mainmast has been secured to
chain plate.

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.



THUR, MAR 25 1897

Port of

London

Continuation of Report No. 5864 dated

March on the

John Grafton

Two outside butt straps fitted.
The main hold ballast tank + fore peak tank tested with water to ascertain their efficiency.

All the cement in bottom examined fore and aft. The main hold ballast tank opened up for this purpose.

The stoke hold bulkhead stiffened by an horizontal angle stiffener with a bracket plate at ends. Riwetted to angle iron struffer.

The cement made where damaged & where disturbed by executing the necessary repairs to bottom.

and sundry other minor repairs effected.

Wear & Tear:— one plate on the starboard side in way of bunker in topside renewed being worn at landing edges thro' rubbing against wharves piles &c.

Edward W. Tierney