

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 Reg. Book 181 Survey held at London Date, First Survey 27-3-97 Last Survey 17-3-1897
 on the Wood, Iron or Steel JOHN SRAFTON Master R. T. Lye

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. + 1111CSP6
 (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 ft 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 Tank brackets faired.
 one shoe plate fitted to the fore foot. & one bent searchion 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	12	—	—	—	—	—	Shoe plate & fore foot fitted
Faired or Repaired ...	—	—	—	—	—	—	—	—
PRESENT CONDITION OF THE	Timbers of Frame at the openings	Good	Rudder	Good	Hatches	Good		
Decks	ditto ditto at other places	Good	Windlass & Capstan	Good	Boats	Good		
Waterways	Keelsons	Good	Have Pumps now been examined and found efficient?	Yes	Masts, Yards, &c.	Good		
Oamings	Stringers, Clamps & Shells	Good	Have Sluice Valves now been examined and found efficient?	Yes	Condition, how ascertained	from 1897		
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Good	Have Watertight Doors now been examined and found efficient?	Yes	Sails	Good		
Low'r Dk. Beams & Fastenings	Ceiling	Good	Db'ing. Plates under Sounding Pipes	Yes	Equipment letter	3-15-2K		
Plating	Cement or Asphalt (State if examined.)	Good	Engine Room Skylights	Good	Anchors, No. of	3-15-2K		
Rivets	Tanks (State if now tested.)	Good	Coal Bunker, Open'gs, Lids, &c.	Good	Cables (State if now ranged)	Good		
Breasthooked Beams	Caulking of Bot'm, D'k, & Wat'rwys	Good	Scuppers	Good	length size	Good		
Transoms, Pointers, & Cutwaters	Copper or Y.M. (State if now tested.)	Good	Cargo & Main H'tch'wys	Good	Rule length size (per Table 22)	Good		
	When put on, Month	Year						

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 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 Turner
 Received by me, 27/3/97
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI, MAR 26 1897



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LON 712-0078 12

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

THUR, MAR 25 1897

Port of

London

Continuation of Report No. 58647

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. riveted to angle iron strainer.

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