

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report March 9th 97 When handed in at Local Office London Port of London
 No. in Reg. Book 511 Survey held at London Date, First Survey Feb 25 Last Survey March 3rd 1897
 on the Wood, Iron or Steel 1st Chelsea (No. of Visits) 10 Master G. Howard

TONNAGE:— Built at Newcastle By whom Palmer & Co When 1884 MONTH 11
 GROSS 1171 Owners River Steam Colliers Co (Lim) Port belonging to London
 UNDER DK. 993 Owners' Address
 NET 754 (if not already recorded in Appendix to Register Book.)

Surveyed in Dry Dock? Name of Dock Union Dry dock Destined Voyage Coasting
 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. 33369 Port DWC
 (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 Damage by collision & d.s. to's.

The damage to this vessel stated to have been caused by coming into collision with the S.S. Hawk in the river Thames on Feb 25 1897 has now been repaired as follows. A new stern fitted on the Starboard side: the 1st keel plate cut-out-faired & replaced, the 1st plate in B strike the 1st plate in C strike, the 1st plate in D strike, the 1st & 2nd plates in E strike, the 1st, 2nd & 3rd plates in F strike and the 1st plate in G strike have been renewed. Frames to 1 & 2 have been renewed from keel to gunwale with reverse frames, the reverse frame to to's has been renewed, Frames to 5, 6, 7 & 9 have been partly renewed, with broom pieces fitted and butts properly shifted, and the double frames to collision bulkhead have been partly renewed.
 On the Port side: the 1st keel plate, the 1st plate in A strike & the 1st plate in the stern strike have been cut-out-faired & replaced, the 1st plate in in.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	20	6	7	2	3			New stern, bulkhead
Faired or Repaired ...	4	6	6	3	1			repaired, Forecastle deck bulkhead

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u> ditto at other places	<u>Good</u>	<u>Good</u>
Waterways <u>"</u>	Keelsons <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Stringers, Clamps & Shelves <u>"</u>	Have Pumps now been examined and found efficient? <u>yes</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Salting (State if examined.) <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Condition, how ascertained <u>by examination</u> (State if wedges removed <u>yes</u>)
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Sails <u>Good</u>
Plating <u>"</u>	Cement <u>"</u> (State which.)	Dbng. Plates under Sounding Pipes <u>Good</u>	Equipment letter <u>"</u>
Planking <u>"</u>	Tanks (State if now tested.) <u>tested</u>	Engine Room Skylights <u>"</u>	Anchors, No. of <u>33 13 2K</u>
Rivets or Treennails <u>Good</u>	Caulking of Bot'm, D'k, & Wat'rwys <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>yes</u> length <u>240 fms</u> size <u>1 3/16"</u>
Breasthooks & Stemson <u>"</u>	Copper, or Y.M. (State if on felt.) <u>"</u>	Scuppers <u>"</u>	" Rule length <u>210"</u> size <u>1 3/16"</u> (per Table 22)
Transoms, Pointers, & Crutches <u>"</u>	When put on, Month <u>"</u> Year <u>"</u>	Cargo & Main H'teh'wys <u>"</u>	Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</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, 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 our opinion eligible to remain as classed and to have notation S.S. Lon to's - 2,97 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,
£	£ 7 : 0 : 0	£ 6 : 6 : 0	£ 13 : 6 : 0	£ 1 : 7 : 0	12/3 18 97	16/3 18 97
				LESS 10%		
	£ 11 : 19 : 0					

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

Committee's Minute
 Character assigned 100A
2 LMC 3, 97
es. No. 3-3, 97
2/1 97
 TUES MAR 16 1897
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in B strake, the 1st & 2nd plates in C strake, the 1st plate in D strake, the 1st & 2nd plates in E strake, the 1st & 2nd plates in F strake, the 1st plate in G strake, and the 1st & 2nd plates in H strake have been renewed, Frames No 1, 2, 3 & 4 have been renewed in one length from keel to forewale with reverse bars & frame No 5 has been partly renewed with properly fitted joint cover & a new reverse bar. One breasthook has been renewed, four lugs on lower deck stringer plate & seven on hold stringer in way of above damage have been renewed. Two plates on starboard side of collision bulkhead & connections to stringer have been renewed & the bulkhead fixed & recaulked. Two deep floors have been renewed & three repaired in the fore peak, three lower deck beams have been renewed & one main deck beam has been repaired & four pillars straightened in the fore peak, and all cement in fore peak has been removed, & about four bags of cement has been renewed in No 1 tank. And all new & disturbed work properly coated, & the forecaste deck recaulked.

The S.S. No 3 has been held as follows:- The vessel placed in dry dock, all close ceiling throughout holds & bunkers has been lifted, all tanks tested by water pressure & found good, the tanks properly cleaned out for examination, have been examined internally the cement tested & found satisfactorily adhering to iron, the tank under boilers has been sealed & cement washed, the floors & sides found to be very little wasted, the cement covering on this tank top has been examined & found satisfactorily adhering to the plates. The bilges all fore & aft cleaned out the cement examined & made good where necessary. All scale & rust in holds & bunkers removed from vessel's side frames, stringers, beams, & underside of deck the iron examined & found in good order and has been recoated. The decks have been examined & found in good order. The masts & spars have been examined, (the mast wedges removed) The mainmast renewed with Oregon pine, the cables have been ranged & examined 240 fathoms 1 7/16 & 1 1/16 dia. The watertight door & all sluices examined & found in good working order. Work now done owing to wear & tear:- In the main hold: a few rivets connecting web frames to margin plate of tank renewed, & a few in hold pillars renewed. Three arch stiffeners to self trimming hatch doubled & two hatch beams repaired, the hatches made good & two sounding pipes renewed, & ceiling renewed where necessary. In the After hold the sheathing on tunnel partly renewed, the forward end of self trimming hatch repaired, one stiffener to same doubled, one hatch beam repaired, hatches & ceiling made good. In the saddle hatch to bunkers three plates renewed. The rudder has been lifted & rebushed and the bottom cleaned & recoated, and the vessel sealed & painted between deep & light load lines. It was not considered necessary to shell the shell plating.

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.