

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26th Mar 1897 When handed in at Local Office London is Port of London
No. in Reg. Book 410-381 Survey held at London Date, First Survey 16th May Last Survey 22^d Mar 1897
(No. of Visits 5) Master Hall

TONNAGE:-
GROSS 1334 Built at W. H. Whitehouse By whom Denton Gray & Co When 1871 7
UNDER DK. 1294 Owners J. Hall & Co Port belonging to London
NET 860 Owners' Address _____

Surveyed Afloat or in Dry Dock? _____ Name of Dock St. Dun Destined Voyage Sweden
WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet; }
total capacity _____ tons; FPT _____ tons; APT _____ tons; MT _____ feet _____ tons. }
Particulars of Classification (which must be inserted 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. 58507 Port London

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1		LMC 11.95
8.96		*NBS 10.90
88 Sm 2 nd 11.95		BS 12.96

Society's Freeboard (if assigned) as _____ ft. _____ ins.
painted on Ship and now verified _____

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.

This vessel was in collision on 18th Mar 1897 with the ss "City of London" the ss "North Antrim" & some barges. There was found an indentation on the starboard bow, in way of the chain locker, cracking two frames. Amidships on starboard side, in 3^d stow below sheer, in way of coal bunker, a plate was pierced. The bulwark & rail on front of bridge ^{starboard} were broken, & two lurcher stays broken. Bridge side slightly bent in a wood rail damaged at various places all over & aft. Partial 1st part of bridge broken. It is intended to permanently repair the damage in the vessel return. Temporary repairs have now been

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>good</u>	not seen	not seen	good
Waterways	at other places	"	"
Coamings	Keelsons	Windlass & Capstan	Boats
Up'r Dk. Beams & Fastenings <u>not seen</u>	Stringers, Clamps & Shelves	Have Pumps now been examined and found efficient? <u>no</u>	Masts, Yards, &c.
Low'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Sluice Valves now been examined and found efficient? <u>no</u>	Condition, how ascertained <u>from</u>
Plating	Ceiling	Have Watertight Doors now been examined and found efficient? <u>no</u>	(State if wedges removed <u>no</u>)
Planking	Cement or Asphalt (State which.)	Dblg. Plates under Sounding Pipes <u>not seen</u>	Sails <u>not seen</u>
Rivets or Treennails	Tanks (State if now tested.)	Engine Room Skylights <u>good</u>	Equipment letter <u>no</u>
Breasthooks & Stemson	Caulking of Bot'm, D'k, & Wat'r'w'ys	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of <u>5</u>
Transoms, Pointers, & Crutches	Copper, or Y.M. (State if on Felt.)	Scuppers	Cables (State if now ranged) <u>no</u>
	When put on, Month <u>✓</u> Year	Cargo & Main H'tch'w'ys	" length (on board) size
			" Rule length (per Table 22) size
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:-

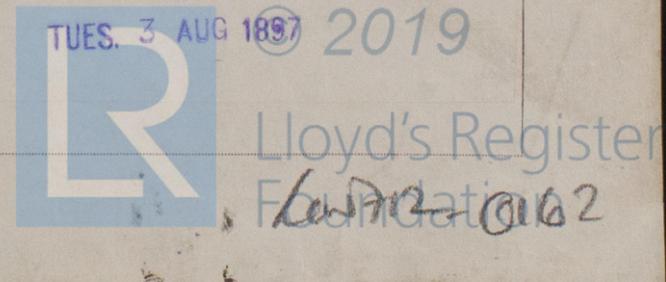
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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."

As far as seen this vessel is in an efficient condition & is eligible in my opinion to remain as classed provided the damage be permanently repaired on the vessel return. The temporary repairs now made are of a substantial character

Office Fee (if chargeable) per Scale II., Sec. 27 £
 Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 5 5 0
 Travelling Expenses (if chargeable) £ 11
 Second Surveyor's Fee (if any) £ 14 14 0

Fees applied for, 4 5 99
 Received by me, 5 15 1897
Al Campbell
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES MAR 30 1897
 Character assigned Deferred for permanent repairs



Is a report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent.

Is Certificate required? If so to be sent to

58655 Lon

affected as follows:

The broken frames on Star^d low have been doubled & the riveting & caulking of this part repaired & tested. The indented & broken plate in way of lumber has been covered by a riveted doubling plate. At the front of the bridge the bulwark has been joined, the rail renewed at this part, & partial bulkhead at front of bridge renewed. The broken bulwark stumps have been repaired temporarily.

A. A. A.

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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