

SAI 15 MAY 1897

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

Date of writing Report 14<sup>th</sup> May 1897 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 318 Survey held at London Date, First Survey 1<sup>st</sup> March Last Survey 18<sup>th</sup> May 1897  
 (No. of Visits 38) Master Davis

318 on the Wood, Iron on Steel S. S. "Hinsloe" Built at Liverpool By whom Bowdler & Chaffer When 1870  
 Owners London & Rotterdam S. S. Co. Port belonging to London  
 Owners' Address (dim)  
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? 2. On Name of Dock Orchard Destined Voyage  
 WB=Cell DBor DBa 2 feet; uE&B 2 feet; f 2 feet; }  
 total capacity 2 tons. FPT 2 tons; APT 2 tons; MT 2 feet 2 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. 2139 Port Rotterdam

(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 caused by Collision, and  
sinking in the River Thames.

Keel and bottom examined  
in dry dock; On the Port side abreast of main mast  
one shell plate in E strake cut out and renewed, and two  
other plates faired in place, in F strake one plate renewed,  
in G strake one plate renewed, in H strake two plates  
renewed, and in I strake one plate renewed, five main frames  
and reverse bars cut and efficiently shifted, one plate of  
bulwark renewed together with the mouldings, two deck beams  
removed, repaired, and refitted, the stringer plates faired  
and the stringer bars on upper and lower decks in way of this  
damage renewed, also held stringer, and the tank side faired.  
On the Port side of Prop one strake plate, and eight plates of

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 new.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Coamings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Plating <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Marking <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Rivets on Transoms <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Breasthooks & Stemson <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Transoms, Pointers, & Crutches <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>

## 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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."

This vessel is now in good and  
efficient condition, and eligible to remain as Classed.  
with record 5.97. record of M. B. D. B. & f. (see Secretary's letter  
of 16<sup>th</sup> March 1897.) to be expunged from the Register Book

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	Fees apply for,
Survey Fee (per Section 28)	£	:	18.
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18.
Second Surveyor's Fee (if any)	£	:	

Committee's Minute

Character assigned

FRI, 21 MAY 1897

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



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Lloyd's Register  
 Foundation

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Port of

Continuation of Report No.

dated

on the

S. S. Winsloe

Poop side cut out and removed, ten frames in way  
 of this removed, also the stringer plates & angle  
 bars; seven deck beams repaired and riveted.  
 The covering board, and deck planking on the  
 port side of poop removed, rails, stanchions  
 and mouldings removed, the disturbed fittings  
 replaced, and poop deck recaulked, new cabin  
 skylight and companion fitted, and the whole  
 interior of the poop renewed. On the starboard side  
 two poop side plates removed, and three frames  
 repaired; three sheerstrake plates amidships, one  
 shell plate faired, and three bulwark plates and  
 gunwale bar renewed, two frames in forecabin  
 repaired; new wash port doors fitted in bulwarks,  
 rails and stanchions in forecabin renewed, new  
 engine room skylight fitted, new chart room  
 and upper and flying bridge, new windows and  
 fittings, also steam pipes and covers to winches,  
 all new solid hatches fitted to hatchways. The  
 deck planking recaulked fore & aft, six boats  
 davits repaired and refitted, and new boats  
 supplied; The foremast & main masts with all  
 fittings renewed, mainmast landed, repaired  
 and refitted, and new rigging and stays fitted  
 to all masts; The whole of the close ceiling, bottoms  
 and linings throughout the vessel renewed, Tanks,  
 plates, and under engines and boilers cleared  
 out, and the plating, frames, floors & stringers  
 chipped cleaned and recoated. The rudder  
 lifted, rebushed and refitted, and new steering  
 gear fitted, ceiling plate renewed, and trimmings  
 refitted; The water ballast tank has now been dispensed  
 with by riveting plates over the sea connections, and the  
 sluice valve openings on the <sup>fore</sup> peak bulkhead, and a new  
 pump fitted to the fore peak, all pumps, valves & doors in  
 the vessel overhauled; and bottom cleaned & recoated  
 on account of the in & out flange of the frames just above  
 sides of tank being somewhat decayed, strong brackets have  
 now been fitted attached to the frame & top of tank on  
 alternate frames throughout st. & hold, and in the fore  
 hold from after bulkhead to fore side of fore hatch.

 T. M. Overly  
 Chas. R. Fisher

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