

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th May 1897 When handed in at Local Office 18th May 1897 Port of London

No. in Reg. Book 287 Survey held at London Date, First Survey 14th Aug 1897 Last Survey 20th May 1897

on the Wood, Iron or Steel &c Nonpareil Master Idman

TONNAGE:— Built at N Shields By whom J & W Smith When 1884

GROSS 1636 Owners Scrutton Iron & Co Port belonging to London

UNDER DEK 1220 Owners' Address

NET 1058 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock London Dock Destined Voyage West India

WB=CellDorDBa feet; uE&B feet; f feet; }

total capacity tons. FPT tons; APT tons; MT feet 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. 58591 Port London

(Periodical Surveys, when held, must be reported in detail and serialim 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 58591

See London report No 58591

The engine & boiler bilges have now been examined & are now in good condition. The following repairs have been made to wasted framework in boiler room:—

Five floors have been locally doubled. Four floors have had new double reverse bars fitted, and one has had a doubling strap fitted over the reverse bars.

The fore hold has been examined, ceiling lifted & all iron work found good. An angle lug riveted to tank top to take main hatch ladder was broken. There was no time for riveting a new one, but this will be done & the tank tested on the vessel's return.

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	good	Ditto ditto at other places	not seen	good
Waterways	"	Keelsons	Windlass & Capstan	Boats
Coamings	"	Stringers, Clamps & Shells	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	not exam'd	Saiting (State if examined.)	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Low'r Dk. Beams & Fastenings	when seen good	Ceiling	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Plating	not seen	Cement or Asphalt (State which.)	Dblg. Plates under Sounding Pipes	Sails
Planing	"	Tanks (State if now tested.)	Engine Room Skylights	Equipment letter
Rivets or Treennails	"	Caulking of Bot'm, D'k, & Wat'r'ys	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Breasthooks & Stemson	"	Copper, or Y.M. (State if on felt.)	Scuppers	Cables (State if now ranged)
Transoms, Pointers, & Crutches	"	When put on, Month Year	Cargo & Main H'tch'w'ys	" length (on board)

Have Watertight Doors now been examined and found efficient?	no	Rule length (per Table 22)	size
Have Sluice Valves now been examined and found efficient?	no	Hawsers & Warps	good
Have Pumps now been examined and found efficient?	no	Standing & Running Rigging	"
Have Sluice Valves now been examined and found efficient?	no		

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, 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."

As far as seen this vessel is now in good & efficient condition & is eligible in my opinion to remain as classed the notation of special survey to be deferred until a new sole piece for ladder in hold has been riveted to tank top

Office Fee (if chargeable) per Scale II., Sec. 27 2

Survey Fee (per Section 28) 2

Special Damage or Repair Fee (if any) (per Sec. 28.) 2

Travelling Expenses (if chargeable) 2

Second Surveyor's Fee (if any) 2

Fees applied for, 18

Received by me, 18

FRI, 4 FEB 1898

A. Campbell

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

Committee's Minute FRI, 28 MAY 1897

Character assigned 100-A1

3/97 on Rep No. 58591

FRI, 19 NOV 1897

12th November 1897

Lloyd's Register

Foundation

FRI. 12 NOV 1897

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