

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of London
 No. in Survey held at London Date, First Survey Mar 31 Last Survey May 31 1897.
 Reg. Book. on the Wood Iron or Steel S.S. Mirror Master Pattison
 440 (No. of Visits) 18

TONNAGE:— Built at Glasgow By whom R. Napier & Sons When 1885 18
 GROSS 1545 Owners Eastern Telegraph Co. Ltd. Port belonging to London
 UNDER DEK. 1021 Owners' Address
 NET 490 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Afloat Name of Dock W. F. Dk. Destined Voyage
 WB=Cell D Bord Ba feet; uE&B feet; f 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. 58662 Port Lon

(Periodical Surveys, when held, must be reported in detail and verbatim 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 Continuation of S.S. N°3 (For previous portion see Lon. rep. N°58662).

All the ceiling was lifted on the Fore hold from the collision Bulkhead to the N°1 ballast tank. This portion of the hold scaled & examined & repainted. All ceiling lifted on the Bunkers & bunkers examined below main deck, ceiling relaid. After peak (2 divisions) Hazards & decks examined. It was not considered necessary to drill the shell plating.

To complete the survey:— The ceiling to be lifted, above the ballast tank on the Fore hold, on the after hold; the after part of the Fore hold, the upper bunkers, the after hold, the interior P.T.O.

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 <u>Good</u>	Rudder <u>Not seen</u>	Hatches <u>Good</u>					
Decks <u>Good</u>	Stems ditto at other places <u>"</u>	Windlass & Capstan <u>Good</u>	Boats <u>"</u>					
Waterways <u>"</u>	Keelsons <u>pl. seen</u>	Have Pumps now been examined and found efficient? <u>No</u>	Masts, Yards, &c. <u>Good</u>					
Coamings <u>"</u>	Stringers, Clamps & Shells <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Condition, how ascertained <u>Good</u>					
Up'r Dk. Beams & Fastenings <u>"</u>	Sailings <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>No</u>	(State if wedges removed) <u>No</u>					
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	Dbing. Plates under Sounding Pipes <u>Good</u>	Sails <u>"</u>					
Plating <u>"</u>	Cement or Asphalt <u>"</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>2190R</u>					
Plating <u>"</u>	Tanks <u>Not tested</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>33190R</u>					
Rivets or Screws <u>"</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>"</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>No</u>					
Breaststrokes & Steamers <u>"</u>	Copper or I.M. <u>"</u>	Cargo & Main H'tch'w'ys <u>"</u>	" length (on board) size					
Transoms, Painters, & Crutches <u>"</u>	When put on, Month Year		" Rule length (per Table 22) size					
			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, 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 condition & eligible in our opinion to remain as classed with record of survey 5.97. Notation of S.S. N°3 being deferred until completion of the same.

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,
Survey Fee (per Section 25)	£	18.
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	Received by me,
Travelling Expenses (if chargeable)	£	18.
Second Surveyor's Fee (if any)	£	

Committee's Minute
 Character assigned

FRI, 4 JUN 1897

FRI, 1 APL 1893

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

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Lloyd's Register
 Foundation

LON 712 - 0460

58862 Lon

of all the ballast tanks, the P & B space, Fore
peak, mast, spar, pumps & watertight
doors to be examined, & all ballast tanks
to be tested.

The Owners propose to complete the survey
on the vessel's return to this Port.

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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