

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5 Aug 1897 When handed in at Local Office 18 Port of London

No. in Reg. Book 718 Survey held at London Date, First Survey 26 July Last Survey 30 July 1897

on the Wood, Iron or Steel S.S. Appomattox Master Zoale

TONNAGE: - Built at H. Hatterpool By whom Furness & Co. L. When 1893 9.

GROSS 2875 Owners Chesapeake & Ohio S.S. Co. Port belonging to H. Hatterpool

UNDER DK. 2703 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 1821 Name of Dock Albert Dock Destined Voyage New York New.

Surveyed Afloat & in Dry Dock? - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

WB=Cell DBor DBa 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. 57120 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 In anticipation of Special Survey No. 1

Vessel placed in dry dock bottom examined cleaned & painted. Rudder lifted, pintles retouched & several defective rivets in rudder renewed. A number of defective rivets in lap edge of garboard & B strake at fore end of fore hold now renewed and cement in way of same also renewed.

The water ballast tanks in Nos 1 & 4 holds cleaned out and examined inside & tested by water pressure, all ceiling removed tank tops scaled & recoated & ceiling relaid.

The steelwork in forward cross bunker scaled exam. & painted, all ceiling in same lifted, tank tested, tank top scaled and recoated & ceiling relaid. The side bunkers scaled examined & painted.

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>							
Decks <u>Good</u>	Rudder <u>Good</u>							
Waterways <u>"</u>	Windlass & Capstan <u>"</u>							
Coamings <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes in above places</u>							
Up'r Dk. Beams & Fastenings <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>Yes in above places</u>							
Low'r Dk. Beams & Fastenings <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>							
Plating <u>"</u>	Dblng. Plates under Sounding Pipes <u>Good</u>							
Planking <u>"</u>	Engine Room Skylights <u>"</u>							
Rivets or Treenails <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>							
Breasthooks & Stems <u>"</u>	Scuppers <u>"</u>							
Transoms, Pointers, & Crutches <u>"</u>	Cargo & Main H'tch'ys <u>"</u>							
	Hatches <u>Good</u>							
	Boats <u>"</u>							
	Masts, Yards, &c. <u>From db</u>							
	Condition, how ascertained <u>From db</u>							
	(State if wedges removed <u>"</u>)							
	Sails <u>"</u>							
	Equipment letter <u>"</u>							
	Anchors, No. of <u>H.B. 15. 1K.</u>							
	Cables (State if now ranged) <u>Yes</u>							
	" length (on board) <u>size</u>							
	" Rule length (per Table 23) <u>size</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, 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, so far as seen, is now in good and efficient condition and eligible in my opinion to remain as classed with record of survey "7.97"

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

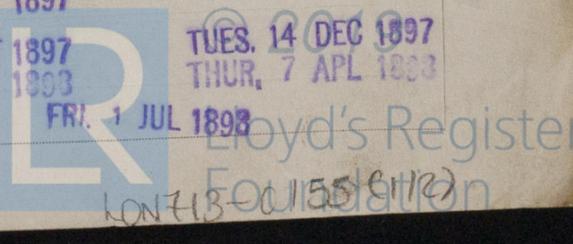
Signature: E. B. Chappness
Surveyor to Lloyd's Register of British & Foreign Shipping.

Date: TUES 10 AUG 1897
Character assigned: 100A1 Spar dk.

Stamps: FRI. 10 SEP 1897, FRI. 29 OCT 1897, FRI. 4 MAR 1893, FRI. 1 JUL 1898, TUES. 17 MAY 1893, TUES. 14 DEC 1897, THUR. 7 APL 1893

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so to be sent to



Steel S. S. "Appomattox"

To complete the S. S. No. 1 the following remains to be done.

- (1) The fore and after peaks to be examined & after peak tank tested.
- (2) The water ballast tanks in No. 2 & 3 holds and under engines and boilers to be cleaned out and examined inside and tested by water pressure.
- (3) The after cross bunker to clear & examine, ceiling to be lifted & water ballast tank in way of same to be tested.
- (4) The pumps & sluices in above parts and watertight doors to be examined.
- (5) The masts spars and rigging to be examined.
- (6) The deck to be verified.

The survey will be further advanced on vessel's return in about 5 weeks.

E. C. Chapman