

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10th Sep 1897 When handed in at Local Office 18 Port of London
No. in Survey held at London Date, First Survey 9th Sep Last Survey 10th Sep 1897
Reg. Book. on the Wood, Iron or Steel &c. "Azalea" (No. of Visits 2) Master Wm

TONNAGE:— Built at Sunderland By whom Sunderland & Co When 1886 1
GROSS 493 Owners Saml & Co Port belonging to London
UNDER DEK 373 Owners' Address
NET 270 (if not already recorded in Appendix to Register Book.)
Surveyed ~~At~~ in Dry Dock? Name of Dock Brodie's Destined Voyage Antwerp

WB=CellDBorDBa feet; u&B feet; f feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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. 58768 Port London

Periodical Surveys, when held, must be reported in detail and serially 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.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
✱ 100A1	2.97	✱ LMC 9.93
88 Sm 202-94		BS 10.96

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This vessel was damaged last voyage; through a large striking the rudder; through the shifting of cargo by heavy weather; & through taking the ground off Flushing.

The after steering gear was damaged & broken by the collision.

Two hold pillars & ladder were damaged, also pump casings damaged, by the shifting of the cargo.

The bottom & rudder have been examined in dry dock. The rudder is in good condition. The bottom was found to be set up amiss for a length of about 40 feet; to the extent of about 1½" on the starboard.

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 not seen	Rudder good	Hatches good					
Decks good	Ditto ditto at other places	Windlass & Capstan	Boats					
Waterways	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.					
Coamings	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained from on (State if wedges removed)					
Up'r Dk. Beams & Fastenings not seen	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	Sails					
Low'r Dk. Beams & Fastenings	Ceiling good	Dblg. Plates under Sounding Pipes not seen	Equipment letter					
Plating see report	Cement or Asphalt (State which.)	Engine Room Skylights good	Anchors, No. of 5					
Planking	Tanks (State if now tested.) not seen	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged) no					
Rivets or Treennails good	Caulking of Bot'm, D'k, & Wat'rwys. good	Scuppers	" length size (on board)					
Breasthooks & Stemson not seen	Copper, or Y.M. (State if on Felt.)	Cargo & Main H'tch'wys	" Rule length size (per Table 22)					
Transoms, Pointers, & Crutches	When put on, Month Year		Hawsers & Warps good					
			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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and pND97, &c."

This vessel is worthy, in my opinion, to remain as classed, provided the after steering gear be repaired on her return from the present voyage, & the bottom be repaired at an early date, as intended.

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, 17 SEP 1897

TUES, 12 OCT 1897

FRI, 21 JAN 1898

FRI, 25 FEB 1898

Lloyd's Register Foundation

10N713-0324(12)

Port of

London

Continuation of Report No.

59169

dated

SAT, 11 SEP 1897

on the

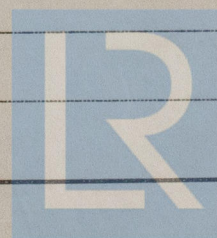
S S "Argalea"

side & about $\frac{1}{2}$ " on the Port side. There was also on the Star^d side a small indentation forward & one amidships; the latter did not appear to be due to the grounding as it is above the bilge. The cement was found good.

As the damage to the bottom does not hurt the general strength or efficiency of the hull, & as the vessel is urgently required, the Owner intends to postpone the repairs for a short time. The repairs to the after steering gear & pillars will be made on the vessel's return from her present voyage to Antwerp.

The vessel has good midship hand steering gear, & is provided with tiller & relieving tackles, & in my opinion is fit for the present voyage.

A. A. S.



© 2019

Lloyd's Register
Foundation

LON713-0324(2/2)