

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/9/97 When handed in at Local Office 20/9/97 Port of London
 No. in Survey held at London Date, First Survey 14 Sept 1897
 Reg. Book. 7/2 on the Wood, Iron or Steel S.S. British Crown Master H. Williams

TONNAGE:- Built at Belfast By whom Harland & Wolff Ltd When 1891
 GROSS 3219 Owners British Shipowners Co Ltd Port belonging to Liverpool
 UNDER DECK 2977 Owners' Address 100A Victoria Road, Liverpool
 NET 2065 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock in UK Name of Dock Millwall Destined Voyage La Plata via Brazil
 WB=CellDBorDBa 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. 58651 Port Lon
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned. Machinery and Boiler Surveys (including any of N.B., if any).
+ 100A1. 3/97 + 100A1. 3/97 + 100A1. 3/97

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This steamer was reported to have grounded in the River Thames off Greenwich on the 31st Aug 1897 & Starb Bow anchor hole plate on bow
 This vessel was placed in the Millwall Dry Dock the bottom carefully examined cleaned & recoated
 Several seams & butts caulked, & some few rivets renewed
 aft. & Cement renewed in tanks in places
 The ballast tanks tested to ascertain their efficiency the lumber boards in wings being removed
 The tanks opened out and the cement floors & framing examined inside
 The ballast tank in No 2 hold found leaking and the wing margin plates were doubled on each side

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	1	2	—	—	—	—	—	tank margin plates in No 2 hold repaired
Faired or Repaired ...	1	2	—	—	—	—	—	—

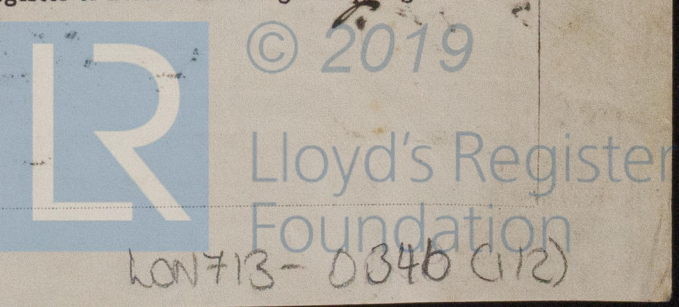
PRESENT CONDITION OF THE	Timbers of Frame at the opening	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways	Keelsons	Windlass & Capstan	Boats
Coamings	Stringers, Clamps & Shells	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Salting (State if examined)	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained (State if wedges removed)
Low'r Dk. Beams & Fastenings	Ceiling	Have Watertight Doors now been examined and found efficient?	Sails
Plating	Cement or Asphalt (State if tested)	Dblg. Plates under Sounding Pipes	Equipment letter
Plumbing	Tanks (State if now tested)	Engine Room Skylights	Anchors, No. of <u>13-15-2K</u>
Rivets or Treennails	Caulking of Bot'm, D'k, & Wat'rw'ys	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged)
Breasthooks & Stemson	Copper or P.M. (State if examined)	Scuppers	length size (on board)
Transoms, Pointers, & Guitches	When put on Month Year	Cargo & Main H'toh'w'ys	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, 1897," or "to remain as classed and to have record of survey, 1897, and the notations of ss No. 1-97 and ptND97, &c."

This steamer now appears to be in a sound & efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lon 9/97

Office Fee (if chargeable) per Scale II., Sec. 27 £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Fees applied for, 21/9 18 97
 Received by me, W. H. Jones
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI. 24 SEP 1897
 Character assigned 100A1.



TUES. 21 SEP 1897

Port of

London

Continuation of Report No 59186 dated

Sept 97 on the

St British Crow

by a flanged plate $18" \times 7/16$ for a length of 26 feet on the Starboard side & 24 ft on the port side. The lugs on the wing bracket plates were renewed in pairs of these doubling beams $6" \times 5\frac{1}{2} \times \frac{1}{2}$ & double rivetted to tank side & bracket plate. The lugs inside tank attaching floor to margin plate re rivetted & the cement replaced where disturbed. This tank was retested with water in order to ascertain its efficiency & ceiling relaid. Several light fillers replaced.

On the Starboard bow one long plate in E strake the first from stem was partially renewed for a length of about 9 feet. ^{2 framing repaired & faces also the plate in strake above} But straps fitted over fractured bulwark plates & after use of bronze on both sides & brackets fitted.

Advised by J. M. J. J. J.