

22 OCT 1897

## REPORT of SURVEY for REPAIRS, &amp;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 7 Oct 97 Last Survey 12 Oct 18 97  
Reg. Book. 372 on the Wood, Iron or Steel S.S. "Norman" MasterTONNAGE:-  
GROSS 728 Built at Sunderland By whom Sld. S. B. Co When 1896 - 11  
UNDER DEK. 570 Owners E. Harrothorn Port belonging to London  
NET 222 Owners' AddressSurveyed in Dry Dock? Name of Dock Limehouse Destined Voyage  
(If not already recorded in Appendix to Register Book.)WB=CellDBorDBa feet; uE&B 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).

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 Report, No. 18876 Port Lts  
CHARACTER. 100A1  
6.97  
Machinery and Boiler Surveys (including date of N.B., if any). LMC 11.96

(Periodical Surveys, when held, must be reported in detail and certaintly 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, &amp;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 stated to have been caused by grounding on Aug 23<sup>rd</sup> 1897 remaining a ground until Aug 26<sup>th</sup> whilst on a voyage from London to Siberia.

This vessel was placed in dry dock, & the bottom sighted; The bottom plating was found to be set up, on the Starb side about 12 inches in a length of about 38 feet, & on the Port side about 2 inches in a length of about 55 feet commencing about 82 feet from the stem. The rudder frame (cast steel) was found twisted & fractured. The ballast tanks were cleaned out, & the cement floors &c examined all fore & aft. In the Main hold ballast tank 4 floors & 1 fore & after girder were found

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Faired or Repaired ...								
PRESENT CONDITION OF THE	Structure of Frame at the openings	Good	Rudder.	As noted above	Hatches	Good		
Decks	ditto at other places	Good	Windlass & Capstan	Good	Boats	"		
Waterways	Keelsons	"	Have Pumps now been examined and found efficient?	No	Masts, Yards, &c.	Good		
Coamings	Stringers, & Girders	"	Have Sluice Valves now been examined and found efficient?	No	Condition, how ascertained	Good		
Up'r Dk. Beams & Fastenings	Ceiling	"	Have Watertight Doors now been examined and found efficient?	No	(State if wedges removed)	No		
Low'r Dk. Beams & Fastenings	Cement as noted above	As noted above	Db'ng. Plates under Sounding Pipes	Good	Sails	"		
Plating	Tanks	"	Engine Room Skylights	Good	Equipment letter	5		
Blanking	Caulking of Bot'm, D'k, & Wat'rw'ys	Good	Coal Bunker, Open'gs, Lids, &c.	"	Anchors, No. of	5		
Rivets	Cargo as noted above	Good	Souppers	"	Cables (State if now ranged)	No		
Breasthooks & Stemson	When put on, Month	Year	Cargo & Main H'tch'w'ys	"	" length (on board)	size		
Transoms, Pointers, & Cruteches					" Rule length (per Table 22)	size		
					Hawsers & Warps	Good		
					Standing & Running Rigging	"		

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptd 97, &amp;c."

This vessel is eligible in our opinion to remain as classed subject to permanent repairs being effected at the first available opportunity

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,	22/10 18 97
Survey Fee (per Section 28)	£	:	:	Received by me,	11/11 18 97
Special Damage or Repair Fee (if any) (per Sec. 28)	£	5	5		
Travelling Expenses (if chargeable)	£	11	11		
Second Surveyor's Fee (if any)	£	4	14		

Committee's Minute

TUES. 26 OCT 1897

FRI. 4 MAR 1898

Character assigned

Deferred for permanent repairs

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



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Lloyd's Register Foundation

WON713-0493(12)



Port of *London*

Continuation of Report No.

dated *FRI, 22 OCT 1897* on the*Steel S.S. "Norman"*

Somewhat buckled. The cement in several bays throughout the vessel was broken & started. One beam on the stokehold was buckled. Several bulbs on the bottom plating were started.

The following permanent repairs have now been carried out; windlass & winches overhauled, & the started bulbs recaulked.

The rudder frame has been temporarily repaired by riveting a plate over each side of the fractured part. (A new rudder frame will be fitted shortly).

Owing to the present labour dispute no other permanent repairs could now be effected, & it was arranged with the Owner that these repairs should be carried out on the completion of the present labour dispute.

In our opinion, the above mentioned damage does not affect the vessel's seaworthiness.

*J. Ruck Keene*