

SAT. 27 NOV 1897

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of London
 No. in Reg. Book 64 Survey held at London Date, First Survey 13th Nov Last Survey 26th Nov 1897
 on the Wood, Iron or Steel S.S. Acacia Master S. Grant

TONNAGE:— Built at Port Glasgow By whom W. Hamilton & Co When 1899
 GROSS 415 Owners J. P. Harrison Port belonging to London
 UNDER DEK. 387 Owners' Address
 NET 244 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat on in Dry Dock? Yes Name of Dock Kelson Slip Destined Voyage Coasting
 WB=CellDBorDBa 2 feet; uE&B 2 feet; f 2 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 Report, No. 58938 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 Mawlers 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 by collision with a quay wall.
The upper part of the stem was removed faired and replaced
No. 1 plate of fore-castle side plating Starboard side was renewed.
No. 1 plate of sheerstrake, Starboard side, was cropped and a new plate fitted to
the butt thus raised.
No. 1 plates of G. H. & I strakes Starboard side and No. 1 plates of
H. & I strakes Port side were renewed.
No. 1 plates of C strakes Port and Starboard sides were faired
in place and repaired.
One angle lug to fore peak tank top was repaired by a bosom piece.
The vessel sailed without an opportunity being afforded of
testing the F.P.T. and it has been arranged to do this when
the vessel next returns to this port. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	<u>6</u>							<u>Part stem faired</u>
Faired or Repaired ...	<u>2</u>							

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder.	Hatches.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>do</u>	Ditto ditto at other places <u>do</u>	Windlass & Capstan <u>do</u>	Boats <u>do</u>
Coamings <u>do</u>	Keelsons <u>As far as seen</u> <u>do</u>	Have Pumps now been examined and found efficient? <u>do</u>	Masts, Yards, &c. <u>do</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Stringers, Champs & Shells <u>do</u> <u>do</u>	Have Sluice Valves now been examined and found efficient? <u>do</u>	Condition, how ascertained <u>From deck</u>
Low'r Dk. Beams & Fastenings <u>do</u>	Stating (State if examined.) <u>do</u>	Have Watertight Doors now been examined and found efficient? <u>do</u>	Sails <u>do</u>
Plating <u>do</u>	Ceiling <u>do</u>	Dblg. Plates under Sounding Pipes <u>do</u>	Equipment letter <u>do</u>
Planing <u>do</u>	Cement or Asphalt <u>As far as seen</u> <u>do</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 B 1 S 1 K.</u>
Rivets or Treennails <u>do</u>	Tanks (State if now tested.) <u>do</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Cables (State if now ranged.) <u>do</u>
Breasthooks & Stems <u>do</u>	Caulking of Bot'm, D'k, & Wat'rw'ys. <u>do</u>	Scuppers <u>do</u>	„ length (on board) size
Transoms, Pointers, & Crutches <u>do</u>	Copper, or Y.M. (State if on Felt.) <u>do</u>	Cargo & Main H'tch'w'ys. <u>do</u>	„ Rule length (per Table 22) size
	When put on, Month Year		Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>do</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 ptnd 97, &c.”

This steamer now appears to be in a good and efficient condition
and is eligible, in my opinion, as classed with record of survey 11-97
Low subject to the fore peak tank being tested and found
satisfactory, when the vessel next returns.

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 25)	£	:	:	<u>27/11 97</u>
Special Damage or Repair Fee (if any) (per Sec. 28)	£	3	3/0	Received by me,
Travelling Expenses (if chargeable)	£	2	17/0	<u>29/11 97</u>
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute
 Character assigned

TUES. 30 NOV 1897

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

FRI. 10 DEC 1897

Lloyd's Register Foundation

LON 714-0118

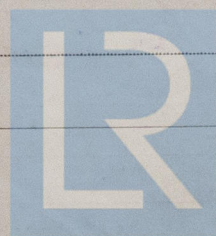
"Continued"

59377 Lon

Five hatches were renewed and a few minor repairs
effected, due to wear and tear.

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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