

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17/2/98 When handed in at Local Office 1898 Port of London

No. in Reg. Book 133 Survey held at London Date, First Survey 11/2/98 Last Survey 11/2/98

on the Wood, Iron or Steel S.S. Rook Master A.S. Carter

Built at London By whom R. Thomson When 1890 9

Owners J. Carter Port belonging to London

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

Surveyed Afloat or in Dry Dock? Name of Dock Union Destined Voyage Coasting

WB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 44729 Port Liverpool

(Periodical Surveys, when held, must be reported in detail and seriatim 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 through grounding, striking a quay wall and collision with a dredger. Also part S.S. No. 2. Repairs of damage through grounding:— Two garboard plates in way of a damage to the keel bar were renewed 3/20ths of an inch thicker than originally as compensation. One plate in D stroke on starboard side was removed faired and replaced; 5 hold pillars were removed straightened and replaced; a few stem rivets renewed and the rudder rebushed. As compensation for the bottom being set up, a double angle side keelson was fitted on each side, the whole length of the hold bracketed to the bulkhead. The existing wash plates were riveted between the angle bars. The cement was made good and the ceiling relaid & caulked as before P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	3							5 Hold pillars faired
Removed and Faired or Repaired	6							Frames lined as required
Faired or Repaired in place	6							

PRESENT CONDITION OF THE	Timbers of Frame at the openings.	Rudder.	Hatches.
Decks Good	Good	Good	Good
Waterways	50	50	50
Coamings	50	50	50
Up'r Dk. Beams & Fastenings	50	50	50
Low'r Dk. Beams & Fastenings	50	50	50
Plating	50	50	50
Planking	50	50	50
Rivets or Treennils	50	50	50
Breasthooks & Stemson	50	50	50
Transoms, Pointers, & Crutches	50	50	50
	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
	Saiting (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
	Ceiling	Dbing. Plates under Sounding Pipes	Sails
	Cement or Asphalt (State which.)	Engine Room Skylights	Equipment letter
	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
	Caulking of Bot'm, D'k, & Wat'rw'ys	Scuppers	Cables (State if now ranged)
	Copper, or Y.M. (State if on Feil.)	Cargo & Main H'tch'w'ys	" length (on board)
	When put on, Month Year		" Rule length (per Table 22)
			Hawsers & Warps
			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 ptND97, &c."

This steamer now appears to be in a good and efficient condition and eligible in our opinion to remain as classed and to have record of survey 2-98 Lou. Notation of S.S. No 2 being deferred until completion of same.

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,	Received by me,
2	4	4	8	7	2 1/2 18 98	25/11/98

Committee's Minute TUES. 22 FEB 1898
Character assigned 100 A.I.

Surveyor to Lloyd's Register of British & Foreign Shipping. E. J. Hilton
Lloyd's Register Foundation
LON 714-0452

Continued.

59618.

Jan.

Repairs of damage through striking a quay:— On the Port side, five plates were removed faired and replaced and five were faired in place, the frames in way of same being lined as required. On starboard side one plate was faired in place and a few rivets renewed.

Repairs of damage through collision:— The after starboard plate on the port side, found to be fractured, stated to have been done by contact with a dredger, was renewed and cement in way of same made good.

Part 5. 5 No 2.

The vessel's bottom was examined in dry dock the hold and port bunker cleared, ceiling lifted as required by Rule and these parts examined; The deck and steering gear examined and fore peak tank tested.

To complete the survey:— The starboard bunker, fore peak tank, engine and boiler space, ~~etc.~~, watertight doors, sluice valves, masts, equipment and pumps remain to be examined. This the Master stated would be done as occasion offers.

E. J. Milton.