

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 17/2/98 When handed in at Local Office: 18/2/98 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
 TONNAGE:— Built at London By whom: R. Thomson When: 1890 9
 GROSS: 370 Owners: J. Carter Port belonging to London
 UNDER DECK: 73 Owners' Address:
 NET: 167 (if not already recorded in Appendix to Register Book.)
 Surveyed: Afloat or in Dry Dock? Name of Dock: Union Destined Voyage: Coasting

WB=Cell DBorDBa 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 Report, No. 44729 Port: Liv

(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.)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.I.		+ L.M.C. 894
10.9.6		B.S. 2.97
S.S. Lon No 1-94		

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. 11 ins.

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 $\frac{3}{16}$ 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.

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

	Good	Timbers of Frame at the openings.	Good	Rudder.	Good	Hatches.	Good
Decks	Good	Ditto ditto at other places.	to	Windlass & Capstan	to	Boats.	to
Waterways	to	Keelsons	to	Have Pumps now been examined and found efficient?	to	Masts, Yards, &c.	to
Coamings	to	Stringers, Clamps & Shells	to	Have Sluice Valves now been examined and found efficient?	to	Condition, how ascertained	Strong deck
Up'r Dk. Beams & Fastenings	to	Saiting	to	Have Watertight Doors now been examined and found efficient?	to	(State if wedges removed)	to
Low'r Dk. Beams & Fastenings	to	Ceiling	to	Dblg. Plates under Sounding Pipes	to	Sails	to
Plating	to	Cement or Asphalt	to	Engine Room Skylights	Good	Equipment letter	to
Planking	to	Tanks	F.P.T. tested to	Coal Bunker, Open'gs, Lids, &c.	to	Anchors, No. of	25 15 1K
Rivets or Treennails	to	Caulking of Bot'm, D'k, & Wat'rw'ys	to	Scuppers	to	Cables (State if now ranged)	to
Breasthooks & Stemson	between	Copper, or Y.M.	to	Cargo & Main H'tch'w'ys	to	" length	size
Transoms, Pointers, & Crutches	to	(State if on felt.)	to			" Rule length	size
		When put on, Month	Year			(per Table 22)	Good

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 Lon. Notation of S.S. No 2 being deferred until completion of same.

Office Fee (if chargeable) per Scale II., Sec. 27	2	:	:	:
Survey Fee (per Section 28)	4	:	0	:
Special Damage or Repair Fee (if any) (per Sec. 28.)	4	:	4	:
Travelling Expenses (if chargeable)	8	:	4	:
Second Surveyor's Fee (if any)	7	:	8	:

Fees applied for,

2 1/2 18 98

Received by me,

25/10/98

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Committee's Minute

Character assigned

TUES. 22 FEB 1898

100 A.I.

FRI. 21 OCT 1898

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



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 frame made good.

Part 3. 3 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.