

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17/2/98 When handed in at Local Office 18 is Port of London
 No. in Reg. Book 330 Survey held at London Date, First Survey 28/1/98 Last Survey 9/2/1898
 on the Wood, Iron or Steel S.S. Winsloe Master H. J. Perrett

TONNAGE:— Built at Liverpool By whom Bowdler Chaffers & Co. When 1870 5
 GROSS 887 894 Owners London & Rotterdam S.S. Co. Port belonging to London
 UNDER DECK 748 Owners' Address
 NET 545 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock Union Destined Voyage Rotterdam
 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 Report, No. 2283 Port Rotterdam

(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.	Year	Month	Machinery and Boiler
* for Special Survey.	Year	Month	Survey
Date of last Survey and of Periodical Surveys.	Year	Month	(including date of N.B., if any).
<u>+ A1*1</u>	<u>5.97</u>	<u>6th Survey Rot 596</u>	<u>BMS 6.97</u>
			<u>+ NB 2.91</u>

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage through collision, and subsequent beaching to prevent sinking, repaired as follows:—

Renewed— On starboard side before break of poop
 6 Shell plates, 2 bulwark plates, 2 poop side plates,
 2 frames, 7 reverse frames, pt poop bulkhead frame,
 1 shift of main rail, 3 bulwark stanchions, part
 poop deck & waterway, 1 davit (boats) and part
 ceiling on tank tops.

Removed failed & replaced:— 1 Shell plate, 2 gangway doors, 1 shift
 of rail bar, 1 freeing port, 1 mooring pipe, 2 half
 beams, 2 poop front bulkhead plates, 1 davit (boats)
Failed in place:— 1 Shell plate 1 shift of gunwale angle, 4 frames
 1 bulkhead frame

All ceiling lifted from tank tops & refitted, engine room bulkhead

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	8	2	7					As above detailed
Removed and Failed or Repaired	1				2			2 Bulkhead plates
Failed or Repaired in place	1	5						

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	Ditto ditto at other places <u>do</u>	<u>Good</u>	<u>Good</u>
Waterways <u>do</u>	Keelsons <u>do</u>	Windlass & Capstan <u>do</u>	Boats <u>do</u>
Coamings <u>do</u>	Stringers, Clamps & Shells <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>	Siding <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>	Ceiling <u>do</u>	Have Watertight Doors now been examined and found efficient? <u>do</u>	(State if wedges removed) <u>do</u>
Plating <u>do</u>	Cement or Asphalt (State which.) <u>do</u>	Dblg. Plates under Sounding Pipes <u>do</u>	Sails <u>do</u>
Planking <u>do</u>	Tanks (State if now tested.) <u>do</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>do</u>
Rivets or Treennails <u>do</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>do</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Anchors, No. of <u>3B 18 1K</u>
Breasthooks & Stemson <u>do</u>	Copper, or Y.M. (State if on felt.) <u>do</u>	Souppers <u>do</u>	Cables (State if now ranged) <u>do</u>
Transoms, Pointers, & Grutches <u>do</u>	When put on, Month Year <u>do</u>	Cargo & Main H'tchw'ys <u>do</u>	" length (on board) size
			" Rule length (per Table 23) size
			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 ptND97, &c."

This steamer now appears to be in a good and efficient condition and is eligible in our opinion to remain as classed and to have record of survey 2-98 Lon

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) £

Committee's Minute

Character assigned

Fees applied for,

21/2 18.98

Received by me,

22/2 18.98

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



Lloyd's Register Foundation

LON 714-0454

(Continued)

59619

Jan

and watertight door on same overhauled & refitted,
steering gear, fore and aft-bridge, 1 deck ventilator
made good. Cement examined all fore & aft
holds cleaned and repainted and bottom recoated.

E. J. Milton

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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