

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24/6/98 when handed in at Local Office 24/6/98 Port of London
No. in Reg. Book 574 Survey held at London Date, First Survey 13/6 Last Survey 20/6 1898

on the Wood, Iron or Steel s/s Chickahominy Master Farneaux 94
Built at W. Harlepool By whom Furness & Co. Ltd When 1893-11

Owners Chesapeake & Ohio S.S. Co. Ltd Port belonging to W. Harlepool
Owners' Address _____

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Drawn up Destined Voyage Newport News

WB = Cell DBor DBa _____ feet; uE&B _____ feet; J _____ feet; }
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. }
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. Year assigned or not assigned. Machinery and Boiler Surveys (including date of N.B., if any).
100A Shuc 11/93

Last Report, No. 5774 Port Low Star Deck 10/97
Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 10 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage
This vessel was reported to have been in collision with the s/s Charley Cross on Wednesday the 8th June 1898 off Gravesend.
3 plates on the port side of no. 2 hold at fore end one in the 2nd 3rd & 4th staves below sheer. The lower edge of 1st stake below sheer faired in place. Bulkhead liner faired
5 frames repaired, one frame cut & strengthened by a doubling frame 20.2 in length, the remaining four frames faired in place

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SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk.	Other Items :-
Renewed	3	-	-	-	-	1	1	
Removed and Faired or Repaired	1	5	-	-	-	-	-	
Faired or Repaired in place	-	-	-	-	-	-	-	

PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks	Good	Good	Good
Caulking of Decks	no		Condition, how ascertained <u>from work</u>
Waterways			(State if wedges removed <u>no</u>)
Ooamings			Sails <u>Good</u>
Beams & Fastenings			Equipment letter
Outside Plating			Ancors, No. of <u>3B-18-2K</u>
Caulking of ditto			Cables (State if now ranged) <u>no</u>
Rivets			length _____ size _____
Breasthooks & Crutches			<u>Slotted Complete</u>
Transoms			Hawsers & Warps <u>Good</u>
Frames			Standing & Running Rigging
Reverse Frames			
Floors			
Keelsons			

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, 198," or "to remain as classed and to have record of survey, 198, and the notations of ss No. 1-98 and ptND98, &c."

This steamer was now appears to be in good condition, eligible in my opinion to remain as classed with but a fresh record of survey until the completion of the ss no.

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, 18
Received by me Edward J. Tierney 18
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI. 1 JUL 1898
Character assigned Deferred for compl. of N.B.
FRI. 9 SEP 1898
Lloyd's Register Foundation

Has a Survey also been held on the Machinery of the Ship? If so, in the Report sent here, or when will it be sent?

Is Certificate required? If so to be sent to

SAT. 25 JUN 1898

Port of

London

Continuation of Report No.

dated June 1898 on the

SS Chickahominy

The main deck stringer plate repaired in place & doubled for about 8 feet. Two new angle lugs fitted between frames
 The hold stringer between two frames removed, faired and refitted with five new lugs
 The spar and close ceiling in way of damage repairs removed and replaced
 The air pipe removed and refitted also one side light glass renewed.
 The cement fillings between frames repaired where necessary.

Repairs wear & tear re:-

The plating of rudder repaired by three plate patches each side and a number of rivets renewed about 15 in no. The pintles broken near collision bulkhead a number of pitted rivets renewed in shell plating of A & B strakes each side & one butt of garboard strake covered by a butt strap fitted outside in the 2nd & 3rd strake from stem. Several loose rivets renewed in a floor on the port side & cement in No 1 Tank repaired where disturbed.

Special survey No. 1:- The ss not further advanced by the examination of the masts spars and rigging

To complete the survey

- ① The Bunkers to examine except for bunker & side bunkers abreast of Engine Room
- ② The watertight doors, sluice valves, pumps to examine
- ③ Ballast tanks in No 2 & 3 holds to examine internally also tank under boilers &c
- ④ The after peak tank and tank in way of boilers to be tested with water

The Marine Super. Captain Manley was advised of the above requirements which probably be done on her return to the UK

Saward for services