

# 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 13 Survey held at London Date, First Survey 12/8/98 Last Survey 20/8/1898

on the Wood, Iron or Steel S.S. Vauxhall (No. of Visits 6) Master A. W. Wood.

TONNAGE:- Built at Newcastle By whom Palmer's Co When 1878 YEAR. MONTH. 4

GROSS 817 Owners River Steam Colliers Co Ltd Port belonging to London.

UNDER DK. 762 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 528 Surveyed Afloat or in Dry Dock? Name of Dock Union Destined Voyage Coasting

WB=CeltDBorDBa 47 feet; uE&B 55 feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity FPT tons; APT tons; MT feet tons. } 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).

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. 36990 Port Duv

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 collision and Part-S.S. No. 2

Repairs now effected, due to Damage

Renewed:— Port side, Plates no 1 in F, no 1 in G nos 1 & 2 in H or Sheerstrake and 4 plates of monkey forecastle side plating, pt 4 frames 4 forecastle beams and 1 stiff of stringer angle.

Starboard side, Plates no 1 in F & no 1 in G strakes. Upper part of stem and forecastle side houses.

Faired & repaired in place:— No 1 plate in E strake on each side and no 1 in H on Starboard side; 2 deck plates partly doubled 2 beams repaired, 1 bulwark plate & part rail.

Hawse pipes & anchor fittings made good forecastle deck renewed, all forecastle fittings replaced and FPT tested P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	10	pt 4			6			Part stem as above.
Removed and Faired or Repaired								
Faired or Repaired in place	3				2		2	

PRESENT CONDITION OF THE	Stringers	Engine Room Skylights.	Boats
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Caulking of Decks <u>50</u>	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c. <u>50</u>	Masts, Yards, &c. <u>50</u>
Waterways <u>50</u>	State if Tanks now tested <u>F.P.T. Yes</u>	Scuppers <u>50</u>	Condition, how ascertained <u>From deck</u>
Coamings <u>50</u>	Bulkheads <u>50</u>	Cargo Hatchways <u>As above</u>	(State if wedges removed)
Beams & Fastenings <u>50</u>	Ceiling <u>50</u>	Hatches <u>50</u>	Sails
Outside Plating <u>50</u>	Cement or Asphalt <u>Where seen</u>	Planking of Wood Vessels	Equipment letter <u>7</u>
Caulking of ditto <u>50</u>	(State which.)	Treenails ditto	Anchors, No. of <u>3 B 1 S 1 K</u>
Rivets <u>50</u>	Rudder <u>50</u>	Breasthooks & Stemson ditto	Cables (State if now ranged) <u>Yes</u>
Breasthooks & Crutches	Windlass <u>50</u>	Transoms, Pointers, & Crutches ditto	" length <u>225</u> size <u>1 5/16</u>
Transoms <u>50</u>	Have Pumps now been examined and found efficient? <u>no</u>	Timbers of Frame at openings ditto	" Rule length <u>210</u> size <u>1 1/16</u>
Frames <u>Where seen</u>	Have Sluice Valves now been examined and found efficient? <u>no</u>	Ditto ditto at other places ditto	Hawsers & Warps <u>Good</u>
Reverse Frames <u>50</u>	Have Watertight Doors now been examined and found efficient? <u>no</u>	Stringers, Clamps & Shelves ditto	Standing & Running Rigging <u>50</u>
Floors <u>50</u>	Dhng. Plates under Sounding Pipes <u>no</u>	Salting (State if examined.) ditto	
Keelsons <u>50</u>		Copper, or Y.M. (State if on Fell.) ditto	
		When put on, Month Year	

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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptnd98, &c."

This vessel now appears to be in a good and efficient condition and is eligible in my opinion to remain as classed and to have record of survey B. 98 Lou. notation of S. S No 2 being deferred until the completion of same

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, 31.8.98

Survey Fee (per Section 25) £ 5 : 0 : 0 Received by me, E. J. Milton

Special Damage or Repair Fee (if any) £ : : Travelling Expenses (if chargeable) £ 4 : 10 : 0

Second Surveyor's Fee (if any) £ : : Committee's Minute FRI. 2 SEP 1899 Surveyor to Lloyd's Register of British & Foreign Shipping. FRI. 3 MAR 1899

Character assigned As now classed. Lloyds Register Foundation LON 716-0285

(Continued)

60229 Lon

Part S. S. No. 2.

Vessel placed in dry dock, bottom examined fore peak and fore peak tank examined chipped and recoated and fore peak tank afterwards retested. Cables ranged and a few studs inserted.

Repairs due to wear & tear:—

Rudder (lower) pintle repaired and a few rivets in lower part of frame made good.

Foremost keel plate fitted with a doubling plate, where chafed.

One bulwark plate faired & repaired

The cross ties of the Foremost self-trimming hatchway are somewhat deteriorated and require to be doubled or renewed. This the Owners Representative stated would be done when the S S No 2 is completed:— that is during the year of grace, as occasions offer.

To complete the survey the holds (except in way of chain locker) after peak, ballast tanks (except F.P.T.) bunkers, E & B space, decks, equipment (except ranging of cables) pumps, sluice valves and WT doors, remainder to be examined and the ballast tanks, <sup>except F.P.T.</sup> tested, masts and spars examined and wedges removed.

E. J. Mellon