

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 37 Survey held at London Date, First Survey Nov 8/98 Last Survey 17 Dec 18 98
 on the Wood, Iron or Steel S.S. "Umbilo" (No. of Visits 33) Master Richards
 TONNAGE:— Built at W. Hartlepool By whom W. Gray & Co. (Lim) When 1890 MONTH 3
 GROSS 1920 Owners Bullard King & Co. Port belonging to London
 UNDER DEK 1875 Owners' Address
 NET 1232 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Name of Dock Weyford Destined Voyage Natal

WB=Cell DBor DBa feet; uE&B feet; J 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. 11590 Port Natal
 (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 S.S. No. 2 & damage (thru grounding, & striking against wharf.)

This vessel was placed in dry dock, her bottom sighted, cleaned & re-coated.
 All holds & peaks were cleared & examined & ceiling lifted in excess of rule requirements. All the bunkers were examined and ceiling lifted.
 All the ballast tanks were examined internally & externally & were tested after the necessary repairs had been effected. Cables ranged & mast wedges removed. Masts, spars, pumps, decks & water-tight doors examined.

| SUMMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|------------|---------|------------|---------|--------|--------------|-------------|---|
| Renewed | <u>Two</u> | | | | | | | Some butts in shell renewed |
| Removed and Fair'd or Repaired | | | | | | | | Others Caulked & Masts for some Repairs in Keel renewed |
| Fair'd or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | Stringers | Engine Room Skylights | Boats |
|---------------------------------|------------|-----------------------|------------|
| Decks <u>sd.</u> | <u>sd.</u> | <u>good.</u> | <u>sd.</u> |
| Caulking of Decks <u>"</u> | <u>sd.</u> | <u>"</u> | <u>"</u> |
| Waterways <u>"</u> | <u>sd.</u> | <u>"</u> | <u>sd.</u> |
| Coamings <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Beams & Fastenings <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Outside Plating <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Caulking of ditto <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Rivets <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Breasthooks & Crutches <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Transoms <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Frames <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Reverse Frames <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Floors <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</u> |
| Keelsons <u>"</u> | <u>"</u> | <u>"</u> | <u>sd.</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, 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 vessel is now in good & efficient condition & eligible in our opinion to remain as classed with fresh record of survey 12, 98 & notation of SS on No. 2-98

Office Fee (if chargeable) per Scale II., Sec. 27 £
 Survey Fee (per Section 28) £ 6 0 0
 Special Damage or Repair Fee (if any) (per Sec. 28.) less 10% = £2.17.10
 Travelling Expenses (if chargeable) £ 5 8 0
 Second Surveyor's Fee (if any) £
 Committee's Minute
 Character assigned

Fees applied for, 61 99
 Received by me, C. Martell
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Paid: 1/4
30/3/99
 FRI. 13 JAN 1899

Character assigned 100A1 Spark
2y. Damage & other Repairs
as before



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Lloyd's Register Foundation

Has a Survey also been held on the Machinery of the Ship? If so, to what report sent now, or when will it be sent?

Is certificate required? If so to be sent to

LOND 17-0220 1/2

examined & the whole of the requirements for this S.S. fully complied with.

The following repairs have now been done viz:-
 In the bottom - for damage - over a hundred bolts
 missing which were found more or less started
 - four have been cut adrift & re-pivoted the
 remainder being caulked, stopped & made good.
 Several shell rivets & some in after part of
 keel cut out & renewed, & the bottom cleaned &
 re-coated. The second plate in F-strake on Starb.
 bow cut out & renewed, & first plate in F-strake Port side.
 The following repairs have also been effected
 viz: (due in our opinion to wear & tear)

In Fore peak tank. Two stringer plates renewed
 with shell lug thereto & stringer bar from
 stem to bulkhead on Starb. side. On same side
 six frames & reverse frames - the reverse frames
 of same section as frames - renewed from tank
 top to keel, & one frame doubled.

Two panting beams of plate & double angles
 on upper floor edge have been fitted in fore
 peak.

One panting beam abaft peak bulkhead
 taken out repaired & re-pivoted.

In midship deep tank. Eight angle beams
 renewed & fitted with deep bracket plates at
 each end, & one additional beam fitted with
 deep bracket plate. New horizontal stiffeners
 fitted on both bulkheads.

Tank top fitted with doubling pieces
 where required. One bulk beam cut adrift
 cleared & re-pivoted. Hatch coaming part
 renewed.

In fore deck bunkers above this tank, three web
 frames have been fitted on each side, and in
 side bunkers in way of engine room, reverse frames
 fitted, bracketed to deck on each alternate frame
 (where not previously fitted.)

Engine boiler space. Seven floors under boiler
 with double reverse bars shell pieces renewed &
 two others fitted with double reversed frames.

Eight new intercostal plates to side keelson &
 eight new intercostal plates plugs to centre
 keelson fitted. Two boiler chocks renewed & a

Port of London

Continuation of Report No. 60599 dated

on the

portion of bulk angle iron inside stringer keelsons renewed & fitted with long covering straps.

Several bent pillars in holds removed, straightened & re-erected.

After tank. Tunnel bottom plating angles renewed, side plating faired & re-erected & bottom, additionally stiffened. Two frames on the Starboard side & one frame on Port side fitted with long doubling pieces. Eight beam knees fitted to tank top on Starboard & seven on Port side.

Two additional plate girders fitted between centre keelson & tunnel bottom from side to side, riveted to frames. All loose rivets in this tank cut out & renewed. Cement made good & ceiling relaid & part renewed.

One deck plate renewed fore of bridge on Starboard side. New casing fitted over deck steam pipes. Two new sounding pipes fitted in midship deep tank and one in after tank. A few minor repairs were effected.

C.M.