

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19-4-99 When handed in at Local Office 19-4-99 Port of LONDON
No. in Reg. Book 1076 Survey held at LONDON Date, First Survey Mar 27 Last Survey 17-4-1899
(No. of Visits 12) Master Hart

By whom Tokman Clark When 1887-1
Port belonging to Belfast

TONNAGE:- Built at Belfast
GROSS 3451 Owners B. P. Comy & Co
UNDER DECK 3085 Owners' Address
NET 2200 (if not already reported in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Royal Albert Dock Destined Voyage New Zealand

WB=Cell DBorDBa feet; uE&B feet; J feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
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. 60354 Port Lon
CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned for special survey. Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 138498
4/98 + 2mc 598 1/95

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.
Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft 2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR § 2103.

The fore peak, and the upper part of the after peak, cleared, sealed & recoated.
The deep ballast tank aft tested with head of water 8 feet above the crown.
The No 3 ballast tank under Engines and Boilers tested to light water line, and examined inside & Boiler room floors examined, which have been repaired with cement. The extent of the corrosion not affecting their efficiency, it being noted that the fore and aft girders are very closely spaced. & the Belges of the machinery space examined
Continued

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								
PRESENT CONDITION OF THE	Stringers	Good	Engine Room Skylights	Good	Boats	Good		
Decks	Inner Bottom Plating	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Masts, Yards, &c.	Good		
Caulking of Decks	State if Tanks now tested	Good	Scuppers	Good	Condition, how ascertained	Good		
Waterways	Bulkheads	Good	Cargo Hatchways	Good	(State if wedges removed)	Good		
Coamings	Ceiling	Good	Hatches	Good	Sails	Good		
Beams & Fastenings	Cement or Asphalt (State which)	Good	Planking of Wood Vessels	Good	Equipment letter	Good		
Outside Plating	Rudder	Good	Treenails	Good	Anchors, No. of	Good		
Caulking of ditto	Windlass	Good	Breasthooks & Stemson	Good	Cables (State if now ranged)	Good		
Rivets	Have Pumps now been examined and found efficient?	Yes good	Transoms, Pointers, & Crutches ditto	Good	" length	Good		
Breasthooks & Crutches	Have Sluice Valves now been examined and found efficient?	Yes good	Timbers of Frame at openings ditto	Good	" size	Good		
Transoms	Have Watertight Doors now been examined and found efficient?	Yes good	Ditto ditto at other places ditto	Good	" Edge length	Good		
Frames			Stringers, Clamps & Shelves ditto	Good	" (per Table 25)	Good		
Reverse Frames			Salting (State if examined.)	Good	Hawsers & Warps	Good		
Floors			Copper, or Y.M. (State if on Felt.)	Good	Standing & Running Rigging	Good		
Keelsons			When put on, Month	Good				
	Dbing. Plates under Sounding Pipes							

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 ptnd 98, &c."

This steamer now appears to be in good condition, eligible in my opinion to remain as classed with out a fresh record of Survey. Subject to the repairs to Boiler Room tank being examined on her return from the present voyage.

Office Fee (if chargeable) per Sec. II, Sec. 27 £
Survey Fee (per Section 28) £
Special Damage or Repair Fee (if any) (per Sec. 28) £
Travelling Expenses (if chargeable) £
Send Surveyor's Fee (if any) £
Fees applied for, 19/4 18.99
Received by me, Cawson & Turner
20/4 18.99
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned 100A1
P.P. r.3.4.99 + L.M.B. 4.99
subject
HULL CERTIFICATE WRITTEN.
FRI. 21 APR 1899
FRI. 20 OCT 1899
Lloyd's Register Foundation

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

Is Certificate required? If so to be sent to

WED, 19 APR 1899

Port of London Continuation of Report No. 60948 dated April 29 on the

Steer of Victoria s/s.
S. S. No 3.

The coal Bunkers (except fore cross bunker) cleared, all the close ceiling lifted in wings of ballast tank, The oxidation removed and the surfaces recoated. The No 1 ballast tank examined inside & cement re found satisfactory.

The No 2 hold cleared & the sides cleaned & recoated.

The decks cleared and examined, the chain cables ranged out for inspection.

The sluices, deck barge pumps, T.T. doors & the general equipment examined.

On the return of the steamer from the present intended voyage the owner proposes to cover the girders and the under side of the tank top thickly with cement in order to prevent further corrosion &c. An opportunity will be then afforded to ascertain the condition &c of the coating now applied to the floors for their preservation and support.

Edward W. Tierney.