

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18/5/99 18. When handed in at Local Office 18 18. Port of London
 No. in Survey held at London Date, First Survey 6 Apr 99 Last Survey 11 May 1899
 Reg. Book. 221 on the Wood, Iron or Steel S.S. "Whimbrell" (No. of Vessel) 22 Master G. Thompson 99
 TONNAGE:— Gross 649 Built at Liverpool By whom W. H. Potter & Son When 1879 4
 UNDER DE 502 Owners Tollas & Sons Port belonging to Cork
 NET 393 Owners' Address (if not already recorded in Appendix to Register Book.)
 Surveyed at or in Dry Dock? Name of Dock Fulton slip Destined Voyage Gunkirk

WB=CellDBorDBa 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. 12264 Port Cork

(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.)

CHARACTER.	Yrs. Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
+100 A1 11.97.		L. Th. 6 10.95
SS Lw 7.3-6.91		R.S. 10.97
SS Lw 201-95		

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage through grounding at Llandulas on 1st March 1899 & striking the wharf & a skid at Llandulas on 30th Dec 98 & on 24th Jan 99. The vessel was placed on above slip way & on examination found: the bottom set up for a length of about 20ft; 7 stanchions in the Main Hold bent & the after bulkhead slightly buckled, the deck at after end of Main Hatch started, the girders on the floors in the after tank started from fastenings, the margin plates & tank top fractured & temporarily repaired, & a number of plates on both bows indented & frames in way of same bent.

How done Bottom damage In Keel No 7 plate renewed, & nos 6 & 8 faired in place. On starboard side, in B strakes nos 7 & 8 faired in place, in C strake nos 7 & 8 faired in place & no 9 taken off faired & replaced, in D strake nos 8 & 9 taken.

SUMMARY OF DAMAGE REPAIRS:—								
Renewed	3	10 doubled			3 doubled			Two new Keelsons fitted, bulk head at after end of Th. H. stiffened, margin plates of tank top & girders in same repairs.
Removed and Faired or Repaired	6	3						
Faired or Repaired in place	23	5						
PRESENT CONDITION OF THE								
Decks	Good	Stringers	Good	Engine Room Skylights	Good	Boats	Good	
Caulking of Decks	"	Inner Bottom Plating	"	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"	
Waterways	"	Bulkheads	Good	Scuppers	"	Condition, how ascertained	from deck	
Coamings	"	Ceiling	"	Cargo Hatchways	"	(State if wedges removed)	no	
Beams & Fastenings	"	Cement on Rudder (State which.)	"	Hatches	"	Sails	Good	
Outside Plating	"	Rudder	"	Planking of Wood Vessels		Equipment letter	3B. 1 S. 2 K	
Caulking of ditto	"	Windlass	"	Treenails	ditto	Anchors, No. of	3B. 1 S. 2 K	
Rivets	"	Have Pumps now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Cables (State if now ranged)	no	
Breasthooks & Crutches	not seen	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	" length (on board)	✓	size ✓
Transoms	"	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	" Rule length (per Table 22)	✓	size ✓
Frames	part seen Good	Dblg. Plates under Sounding Pipes	✓	Ditto ditto at other places	ditto	Hawsers & Warps	Good	
Reverse Frames	"			Stringers, Clamps & Shells	ditto	Standing & Running Rigging	"	
Floors	"			Salting (State if examined.)	✓			
Keelsons	"			Copper, or Y.M. (State if on Felt.)	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 ptnd 98, &c."

This vessel now appears to be in a good & efficient condition & eligible, in our opinion, to remain as classed with record of survey 5, 99.

Office Fee (if chargeable) per Scale II, Sec. 27 £
 Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) (per Sec. 28.) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for,

Received by me,

18.

18.

Committee's Minute

Character assigned

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

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

FRI. 26 MAY 1899

FRI. 23 FEB 1900



© 2019

Lloyd's Register Foundation

NEW 718 - 0281

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

taken off failed & replaced, in 8 strake nos 7 & 8 failed in place.

On port side, in 3 strake nos 6, 7 & 8 failed in place, in 6 strake no 10 failed in place, & nos 7 & 9 taken off failed & replaced & no 8 renewed, & in 8 strake nos 8 & 9 failed in place. Ten frames doubled with deeper angles projecting below original frames to fair bottom, the old frames lined up to side. Wash plates for about 44 ft on each side cut out & new intercostals fitted, a new bulb plate with double angles being riveted to these & to floors to form new Keelsons, these Keelsons are connected to the after bulkhead with deep bracket plates, bracket plates being also fitted at after side of bulkhead & connected to the floors as far as the boiler beams, the bulkhead being additionally stiffened with two angles connected to bracket plates. Three deck beams at after end of main hatch doubled, the fore & aft angles on same taken off failed & replaced & seven pillars to same failed & replaced. The wood deck between main hatch & fore end of Bridge House taken up partly renewed & deck fastenings overhauled & deck caulked.

In the after tank. Doubling plates fitted at the fore end of tank, a new angle riveted to girder on port side, to connect same to floors, new lugs riveted to floors on starboard side, to connect same to girders, three doubling plates on margin ^{plate} of tank on port side refitted & riveted & three new ones fitted, one doubling plate on margin plate of tank on starboard side refitted & riveted, & a doubling plate fitted on tank top in way of fracture. The tank was afterwards tested.

Bow damage. On port side in 8 strake plate no 3 failed in place in 4 strake no 3 failed in place & inside doubling plates fitted. Three frames in way of these failed in place & a new reverse bar fitted. On starboard side in 7 strake plate no 5 failed in place, in 6 strake nos 1, 2, & 4 failed in place. in 4 strake nos 3 & 5 failed in place & no 2 renewed & in 3 strake no 1 failed in place & no 2 taken off failed & replaced & inside doubling plates fitted in way of indent.

Three frames in way of above taken out failed & replaced & two failed in place, one new reverse bar fitted & these 5 frames connected to deck with bracket plates & angles.

The cement where broken has been made good, the floors and inside of tank cleaned & cement-washed, the main & after holds have been scraped & lime-washed & the top of the after tank recoated.

LL