

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19-6-99 When handed in at Local Office 19-6-99 Port of LONDON
No. in Reg. Book 199 Survey held at LONDON Date, First Survey May 8 Last Survey 15-6-1899
(No. of Visits) 1 Master Long

on the Waddell Steel S/S. DUKE OF PORTLAND Built at Newcastle By whom R. McHawthorne Leslie When 1890-2
GROSS 3822 Owners J. G. Westray & Co Port belonging to Glasgow
UNDER DECK 3071 Owners' Address
NET 2481 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Royal Albert Dock Destined Voyage Queenland
WB=CellDBorDBa feet; uE&B feet; J feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

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.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1.</u>	<u>11/97</u>	<u>+LUC 10/94</u>
<u>at Lon 201-94</u>		<u>18.4/98</u>

Last Report, No. 60315 Port LONDON

(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.)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 8. 8702.

This steamer was placed in dry dock, the bottom examined cleaned and recoated. The vessel had apparently taken the ground on some occasion which had not been entered in the Log Book on the starboard side under Boilers & Bunkers. 3 girder plates buckled & renewed & also about 18 bracket plate floors. Four frames faired in place & a number of started rivets in floors, frames, & shell plating renewed &c.

Continued.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed				<u>18</u>				
Removed and Faired or Repaired								
Faired or Repaired in place		<u>4</u>						

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			
Waterways			
Coamings			
Beams & Fastenings			
Outside Plating			
Caulking of ditto			
Rivets			
Breasthooks & Crutches			
Transoms			
Frames			
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, 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 steamer now appears to be in good condition, eligible in my opinion to remain as classed, without a fresh record of Survey, subject to the Survey being completed on her return to the U.K.

Office Fee (if chargeable) per Scale III., Sec. 27	£	Fees applied for,	
Survey Fee (per Section 98)	£		18
Special Damage or Repair Fee (if any) (per Sec. 98)	£	Received by me,	
Travelling Expenses (if chargeable)	£		18
Second Surveyor's Fee (if any)	£		

Edward J. W. Tierney
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI. 23 JUN 1899

Character assigned Deferred for compl. of log 2

1996, 99



Has a Survey also been held on the machinery of the ship? If so, is the Report sent here, or when will it be sent?

Is Certificate required? If so to what extent?

Port of London
Duke of Portland

Continuation of Report No 61146 dated June 1899 on the

Equipment:— a Hurd bow anchor replaced
by a Trotman anchor weight 34-0-21
ex stock. Tested to 37-16-1-0. No of
certificate 12701 Netherpton 4/3/89
makers J. Hingley & Sons - D. Lewis
Superintendent.

E. J. Turner



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Lloyd's Register
Foundation

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L21718 - 03763

Port of LondonContinuation of Report No 61146 dated June 99 on theDuke of Portland s/s

SS 702 (part).

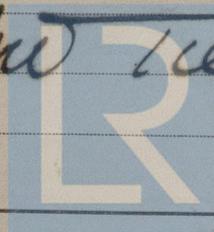
1. The ballast tanks examined inside & the cement made good where required
2. All the ceiling removed from the tank tops in the holds & ^{bunkers} the oxidation, chipped & beaten off the surfaces
3. The No 4 to ballast tanks tested with water to the light water line
4. The insulation ^{nearly all} removed from the Tween Decks and Cover holds in Nos 2 holds & sides examined where exposed & found in good condition where exposed
5. The tank top, floors & girders, and angles to same & side wing brackets renewed under Engine & Boiler space.
6. The chain cables ranged out for inspection 300 fms.

Repairs. The Tween deck bulkhead between No 1 & 2 holds repaired where cut, by doubling plate several pillars replaced in Main hold Tank end at fore end of No 1 to tank doubled. & an extra floor put in on aft side on 1st frame from bulkhead. The lower part of aft & bunker repaired.

To complete the Survey the compartments of the Cellulose D/B under fore & main holds Engine & Boiler space & bunkers to be tested with water. & the timbers etc. lifted in order to ascertain their efficiency.

I am desired by the owners representatives to point out that they desired to complete the Survey at the present time, but they were unfortunately unable to complete the repairs until the last moment, and she was chartered to sail on the 15th June with government emigrants to Queensland they propose to complete the Survey on her return to the UK

Edward J. Verney


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