

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, 1899 Last Survey 15-6-1899
 on the WARRIOR Steel S/S. DUKE OF PORTLAND Master Long
 TONNAGE:— Built at Newcastle By whom A. McHawthorne Leslie When 1890-2
 GROSS 3822 Owners J. B. 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 Queensland
 WB=Cell DBor DBa 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.

Last Report, No. 60315 Port LONDON
 CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys. Year assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. 11/97 +LUC 10/94
St Lon 201-94 18.4/98

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 8. 8752..
 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 & Bunker. 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.

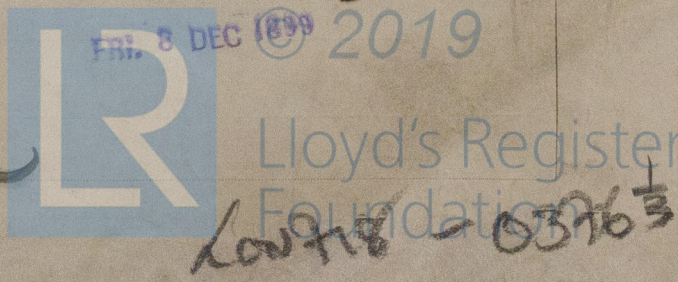
SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	18	—	—	—	—
Removed and Faired or Repaired	—	—	—	—	—	—	—	—
Faired or Repaired in place	—	—	—	—	—	—	—	—
PRESENT CONDITION OF THE	Stringers	Good	Engine Room Skylights	Good	Boats	Good		
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	310-15-2k		
Caulking of ditto	Windlass	Good	Breasthooks & Stemson	Good	Cables (State if now ranged)	2 1/2		
Rivets	Have Pumps now been examined and found efficient?	Good	Transoms, Pointers, & Crutches	Good	" length (on board)	300	size 2 1/2	
Breasthooks & Crutches	Have Sluice Valves now been examined and found efficient?	Good	Timbers of Frame at openings	Good	Rule length (per Table 22)	270	size 2 1/2	
Transoms	Have Watertight Doors now been examined and found efficient?	Good	Ditto ditto at other places	Good	Hawsers & Warps	Good		
Frames	efficient?	Good	Stringers, Clamps & Shelves	Good	Standing & Running Rigging	Good		
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Good	Salting (State if examined.)	Good				
Floors	efficient?	Good	Copper, or Y.M. (State if on Felt.)	Good				
Keelsons	Dblng. Plates under Sounding Pipes	Good	When put on, Month	Good				

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 II., Sec. 27 £ : : Fees applied for, £ : :
 Survey Fee (per Section 28) £ : : 18.
 Special Damage or Repair Fee (if any) (per Sec. 28) £ : :
 Travelling Expenses (if chargeable) £ : : 18.
 Second Surveyor's Fee (if any) £ : :
 Received by me, Edward J. W. Tierney.
 Surveyor to Lloyd's Register of British & Foreign Shipping.

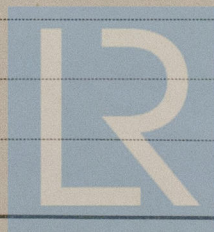
Committee's Minute FRI. 23 JUN 1899
 Character assigned Deferred for compl. of 1902
 6.10.22 1906.99



Port of London Continuation of Report No 61146 dated June 1899 on the
Duke of Portland

Equipment:— a Hurd bow anchor replaced
 by a Trotman anchor weight 34-5-21
 ex stock. Tested to 31-16-1-0. No of
 certificate 12701. Tellerston 4/3/82
 makers W. Hingley & Sons. D. G. Lewis
 Superintendent.

E. J. Turner.



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Lloyd's Register
 Foundation

TUES, 20 JUN 1899

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

SP 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 hold ^{bunkers} & the oxidation, chipped & beaten off the surfaces
3. The No 4 & 5 ballast tanks tested with water to the light water line
4. The insulation ^{nearly all} removed from the Tween Decks and 'Cower 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 Nos 1 & 2 holds repaired where cut, by doubling plate. Several pillars replaced in Main hold. Tank end at fore end of No 1 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 DB 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