

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. Survey held at London Date, First Survey 3^d May Last Survey 15th July 1899
 on the Wood, Iron or Steel & Macquarie Master Cover

TONNAGE - Built at London By whom Greens When 1875
 GROSS 1975 Owners Devitts Moore Port belonging to London
 UNDER DE. 1652
 NET 1867 Owners Address
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock & Name of Dock Greens Destined Voyage
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. booby 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.

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1	7.98	
ll Sm No 3-987		
ll Sm No 2-95		

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SS No 3

All the requirements of this survey have now been held. The bottom examined in dry dock cleaned & coated & found free from scale. All wood work removed from the hold & peak, iron work examined & cement tested & both found good. Plating examined below the lights. Shell plating drilled & thickness found as per sketch at back. Masts spars & rigging & equipment generally examined now done:— Two frames in peak doubled. Rivets in bottom buttstrap renewed & cement repaired over same. Some twelve deck planks renewed. Main lower topsail yard & Mizzen upper topsail yard renewed fore rigging renewed. Mizzen rigging lifted. Main rigging recently renewed.

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	Engine Room Skylights	Boats
Decks	good	good		good
Caulking of Decks	"	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Waterways	"	State if Tanks now tested	Souppers	"
Coamings	"	Bulkheads	Cargo Hatchways	Condition, how ascertained
Beams & Fastenings	"	Ceiling	Hatches	(State if wedges removed)
Outside Plating	"	Cement or Asphalt (State which.)	Planking of Wood Vessels	Sails
Caulking of ditto	"	Rudder	Treenails ditto	good
Rivets	"	Windlass	Breasthooks & Stenson ditto	Equipment letter
Breasthooks & Crutches	"	Have Pumps new been examined and found efficient?	Transoms, Pointers, & Crutches ditto	anchors, No. of
Transoms	"	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	Cables (State if now ranged)
Frames	"	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	length 270 size 1 1/16
Reverse Frames	"	Dblg. Plates under Sounding Pipes	Stringers, Clamps & Shelves ditto	Rule length 270 size 2
Floors	"		Salting (State if examined.) ditto	Hawsers & Warps
Keelsons	"		Copper, or Y.M. (State if on Felt.) ditto	good
			When put on, Month Year	Standing & Running Rigging

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 vessel is now in good condition & is eligible in our opinion to remain as classed with record of survey 7.99 & the notation SS, Sm. No. 3-7.99

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,	20/7 18.99
Survey Fee (per Section 25)	£ 9 : 0 : 0	Received by me,	AKB
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 18 : 0 : 0		
Travelling Expenses (if chargeable)	£ 8 : 2 : 0		
Second Surveyor's Fee (if any)	£		

Committee's Minute
 Character assigned
 100A1
 ss. 2nd. No. 3-7.99
 AL Campbell & Sons.
 Surveyors to Lloyd's Register of British & Foreign Shipping.
 FRI 21 JUL 1899
 FULL CERTIFICATE WRITTEN-27.7
 Lloyd's Register Foundation
 2019
 2079
 2019
 2079

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

61248 Lon.

Red figures equal original scantlings

S	P		S	P		S	P	
	12/16	7/8	Sheer	7/8	13/16	13/16 full	13/16	7/8
11/16	10/16			11/16	17/16	11/16	11/16	10/16
	10/16	11/16		3/4	11/16	3/4	18/16	11/16
11/16	10/16			3/4	11/16	11/16	5/8	10/16
	10/16	11/16		3/4	11/16	11/16		18/16 3/4
13/16	14/16			13/16	12/16	13/16	3/4	18/16
	11/16	3/4						12/16 3/4
11/16	11/16							

1/8

1/8

add.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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