

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. 214 Survey held at London Date, First Survey Jul. 20 Last Survey Aug 26 1899

214 on the Wood, Iron & Steel S.S. Bazalgette Master Pirie

TONNAGE:- Built at Barron By whom Barron S. B. C. (Lim) When 1887

GROSS 990 Owners London County Council Port belonging to London

UNDER DECK 967 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 613 Surveyed Afloat or In Dry Dock? Name of Dock Nelson Destined Voyage

WB=CellDBorDBa 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. 59590 Port London

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3: & damage (alleged collision with barge)

S.S. No 3 vessel placed in dry dock, bottom sighted, cleaned & re-coated with paint. Rudder re-bushed.

Damage Lower part of stem removed to scarp, repaired & re-fitted, two plates in the B strake in way of the same renewed. Sludge & air tanks examined internally, and a few rivets in same renewed.

Ceiling lifted in bunkers, & bunkers examined throughout on starboard side on account of wear & tear, four reverse bars were fitted with straps, & double angle stiffener through the bunker was renewed. Three screen plates were 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 <u>good</u>	Inner Bottom Plating <u>good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>good</u>	Masts, Yards, &c. <u>good</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>"</u>	Scuppers <u>"</u>	Condition, how ascertained <u>aloft</u>
Waterways <u>"</u>	Bulkheads <u>"</u>	Cargo Hatchways <u>"</u>	(State if wedges removed <u>yes</u>)
Coamings <u>"</u>	Ceiling <u>"</u>	Hatches <u>"</u>	Sails <u>good</u>
Beams & Fastenings <u>"</u>	Cement or Asphalt (State which) <u>"</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>"</u>
Outside Plating <u>"</u>	Rudder <u>"</u>	Treenails ditto <u>"</u>	Anchors, No. of <u>3B, 1K</u>
Caulking of ditto <u>"</u>	Windlass <u>"</u>	Breasthooks & Stemson ditto <u>"</u>	Cables (State if now ranged) <u>yes</u>
Rivets <u>"</u>	Have Pumps now been examined and found efficient? <u>yes</u>	Transoms, Pointers, & Crutches ditto <u>"</u>	" length <u>180 fms</u> size <u>1 1/4</u>
Breasthooks & Crutches <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>yes</u>	Timbers of Frame at openings ditto <u>"</u>	" Rule length <u>"</u> size <u>"</u>
Transoms <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Ditto ditto at other places ditto <u>"</u>	(per Table 22)
Frames <u>"</u>	Dblg. Plates under Sounding Pipes <u>"</u>	Stringers, Clamps & Shelves ditto <u>"</u>	Hawsers & Warps <u>good</u>
Reverse Frames <u>"</u>		Salting (State if examined) ditto <u>"</u>	Standing & Running Rigging <u>"</u>
Floors <u>"</u>		Copper, or Y.M. (State if on felt) ditto <u>"</u>	
Keelsons <u>"</u>		When put on, Month Year <u>"</u>	

General Observations, Opinion as to Class, Recommendation, &c.:—

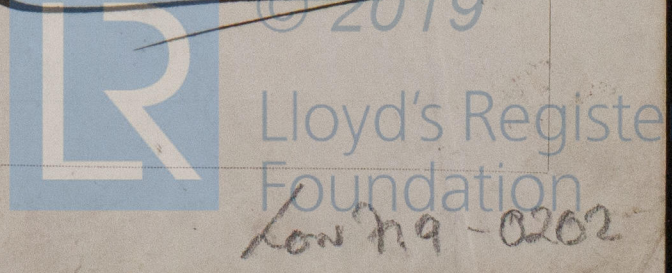
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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 is not in good condition and is eligible in my opinion to remain as classed with fresh record of survey 8,99 and notation of S.S. No 3-8,99.

Office Fee (if chargeable) per Scale II, Sec. 27	£	30/8
Survey Fee (per Section 28)	£	7 0 0
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	14 0 0
Travelling Expenses (if chargeable)	£	6 6 0
Second Surveyor's Fee (if any)	£	

Committee's Minute FRID 1 SEP 1899
Character assigned good
S.S. No 3-8,99 + Lmb. 8,99

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



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and three new stiffeners fitted.

On the Port side five reverse frames were fitted with straps. The double angle stiffener in way of the bunker was renewed and three new screen plates were fitted. The plating at the after side of the saddle back was doubled for half way up.

The fore safter peaks examined. Floors under engines and boilers examined. Plating in way of side lights examined. Cables ranged.

Decks, masts, spars, rudder, pumps & general equipment overhauled. Mast rudders removed.

On account of the condition of the outside plating, it was not considered necessary to do the same.

C.M.