

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29th Sep 1899 When handed in at Local Office 18th Sep 1899 Port of London
No. in Survey held at London Date, First Survey 16th Aug Last Survey 25th Sep 1899
Reg. Book. 536 on the Wood, Iron or Steel Lorraine Master

TONNAGE:— Built at Sunderland By whom W Dorland & Sons When 1876 8
GROSS 871 Owners J Lidgett & Sons Port belonging to London
UNDER DEK 803
NET 828 Owners' Address
(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock 1 Name of Dock Orchard Dk Destined Voyage East London

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.

Last Report, No. 160 Port Dover

(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.)

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.

Years
Assigned
expired.

Machinery and Boiler
Surveys
(including date of N.B., if any).

100 A1
8.98
11th Dec 3-589
11th Dec 2-98

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition

The bottom has been examined in dry dock, cleaned & coated
The fore & main rigging has been renewed, also the fore & main topmast & main topgallant stays renewed
A new keel anchor, a new 3½ wire towline, have been supplied, in place of others lost; also 60 fathoms of stream chain have been renewed with 1½ stud link chain.
The weight of the keel, as per certificate & marks is 33-14 A & 1-0-21 S giving a total weight of 5-0-7, as the rule weight is 4-1-0 A & 1-0-7 S the anchor with stock is ¼ cut light. The matter being reported to the Owner, a new anchor of proper weight was ordered, but through over

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	good	Stringers	✓	Engine Room Skylights	✓	Boats	good
Caulking of Decks	✓	Inner Bottom Plating	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	✓
Waterways	✓	State if Tanks now tested	✓	Scuppers	✓	Condition, how ascertained	from Dr.
Coamings	✓	Bulkheads	✓	Cargo Hatchways	✓	(State if wedges removed	no)
Beams & Fastenings	✓	Ceiling	✓	Hatches	✓	Sails	✓
Outside Plating	✓	Cement or Asphalt	✓	Planking of Wood Vessels	✓	Equipment letter	h
Caulking of ditto	✓	(State which.)	✓	Treenails	ditto	Anchors, No. of	3 B 12 1k
Rivets	✓	Rudder	good	Breasthooks & Stems	ditto	Cables (State if now ranged)	no
Breasthooks & Crutches	✓	Windlass	✓	Transoms, Pointers, & Crutches	ditto	" length (on board)	size
Transoms	✓	Have Pumps now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	" Rule length (per Table 22)	size
Frames	✓	Have Sluice Valves now been examined and found efficient?	✓	Ditto ditto at other places	ditto	Hawsers & Warps	good
Reverse Frames	✓	Have Watertight Doors now been examined and found efficient?	✓	Salting (State if examined.)	ditto	Standing & Running Rigging	✓
Floors	✓	Have Watertight Doors now been examined and found efficient?	✓	Copper, or Y.M. (State if on felt.)	ditto		
Keelsons	✓	Dblg. Plates under Sounding Pipes	✓	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 ptND98, &c."

This vessel now appears to be in good condition, and is eligible in my opinion to remain as classed, record of survey to be deferred until the vessel's return, when a keel anchor of rule weight will be supplied, & stream chain & towline renewed.

Office Fee (if chargeable) per Scale II., Sec. 27 £
Survey Fee (per Section 25) £
Special Damage or Repair Fee (if any) (per Sec. 25.) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for,

18.

Received by me,

18.

Alamphele Holm

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

Committee's Minute

Character assigned

11th SEP 3 OCT 1899

Deferred for compl. of Rep't.

TUES. 22 MAY 1900

TUES. SEP 17 1901

Lloyd's Register Foundation

LA 719-0336

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delay in its delivery, the ship has sailed without it, the light keel however will in my opinion serve for this voyage

Certificates of test were provided with the new stream chain & ^{towline} but as they were put on board the ship on the day of sailing, they have not been compared with the chain and towline

A.C.A.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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