

# REPORT of SURVEY for REPAIRS, &c.

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

TONNAGE:— Built at Sunderland By whom W Doxford & Sons When 1876 MONTH 8  
 GROSS 871 Owners J Lidgett & Sons Port belonging to London  
 UNDER DK 803 Owners' Address  
 NET 628 (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; }  
 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. 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).
<u>* 100 A 1</u>		
<u>8.98</u>		
<u>11<sup>th</sup> No 3-589</u>		
<u>11<sup>th</sup> No 2-98</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified } .....		

Last Report, No. 160 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.)

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 kedge anchor, a new 3 1/2 wire towline, have been supplied, in place of others lost; also 60 fathoms of steam chain have been renewed with 1 1/2 stud link chain.  
 The weight of the kedge, 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 1/4 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	Stringers	Engine Room Skylights	Boats
Decks <u>good</u>	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Caulking of Decks	State if Tanks now tested	Scuppers	Condition, how ascertained
Waterways	Bulkheads	Cargo Hatchways	(State if wedges removed)
Coamings	Ceiling	Hatches	Sails
Beams & Fastenings	Cement or Asphalt (State which.)	Planking of Wood Vessels	Equipment letter
Outside Plating	Rudder	Treenails ditto	Anchors, No. of
Caulking of ditto	Windlass	Breasthooks & Stemson ditto	(see report)
Rivets	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Breasthooks & Crutches	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	length size
Transoms	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	(on board)
Frames		Stringers, Clamps & Shelves ditto	Rule length size
Reverse Frames		Salting (State if examined.) ditto	(per Table 22)
Floors		Copper, or Y.M. (State if on felt.) ditto	Hawsers & Warps
Keelsoles	Dblng. Plates under Sounding Pipes	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 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 kedge anchor of rule weight will be supplied, & steam chain & towline replaced.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,	18.
Survey Fee (per Section 25)	£	Received by me,	18.
Special Damage or Repair Fee (if any) (per Sec. 25.)	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

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

Committee's Minute 11<sup>th</sup> Sep 3<sup>rd</sup> Oct 1899  
 Character assigned Deferred for compln. of rept.

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 TUES. 22 MAY 1900  
 TUES. SEP 17 1901  
 Lloyd's Register Foundation  
 LON 719 - 0336

If a Survey is also done, held on a day, or when it is to be sent?

Is Certificate required? If so to be sent to

6148 ~~4~~ Lon

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 & <sup>towline</sup> 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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