

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7/10/99 When handed in at Local Office 18 Port of London
 No. in Survey held at London Date, First Survey 19 Sep, Last Survey 30/9/1899
 Reg. Book. 553 on the Wood, Iron or Steel S.S. Bolderaa (No. of Visits) Master E. Hatcher 98-99
 TONNAGE:— Built at Sunderland By whom J. Lawig When 1884 MONTH 2
 GROSS 1555 Owners Paul & Shellcheer Port belonging to London
 UNDER DEK 1258 Owners' Address
 NET 965 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Both Name of Dock Nelson St. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f 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. 61149 Port Lon

(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

Damages. (Alleged collision with 2
Conservancy Koppers, Steamer Greyfriars + L.C. & D.R. Pier at
Gravesend)

Vessel placed in dry dock. bottom sighted, cleaned
& re-coated.

Starb. side aft. (alleged by S.S. Greyfriars)

Three bulwark plates on raised quarter deck renewed.
2 quarter deck side plates renewed. two sheer strake
plates renewed. one plate below sheer renewed. one deck
plate and one length of gunwale bar renewed and double
beading on bulwarks renewed partly.

Port-quarter

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	13					1	1	<u>Double beading,</u>
Removed and Faired or Repaired	2							<u>gunwale bar.</u>
Faired or Repaired in place	3					1	1	

PRESENT CONDITION OF THE

PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks	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	Planking of Wood Vessels	Equipment letter
Outside Plating	(State which.)	Treenails ditto	Anchors, No. of
Caulking of ditto	Rudder	Breasthooks & Stemson ditto	Cables (State if now ranged)
Rivets	Windlass	Transoms, Pointers, & Crutches ditto	" length (on board)
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Timbers of Frame at openings ditto	" Rule length (per Table 22)
Transoms	Have Sluice Valves now been examined and found efficient?	Ditto ditto at other places ditto	Hawsers & Warps
Frames	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shells ditto	Standing & Running Rigging
Reverse Frames		Salting (State if examined.)	
Floors		Copper, or Y.M. ditto	
Keelsons	Dblng. Plates under Sounding Pipes	(State if on Felt.)	
		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 ptnd 98, &c."

This vessel now appears to be in good condition
and is eligible in our opinion to remain as classed,
with fresh record of survey 9.99

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Sec. 28.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned

Fees applied for,

30/10 1899

Received by me,

31.10 1899

San

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



Lloyd's Register
Foundation

Lon 719-0365

61505 Lon

Port quarter. (Alleged Hopper damage)

1 Bulwark plate renewed + one faired in place
 One quarter deck side plate renewed + one faired in place
 1 Sheer strake plate renewed. one stringer plate
 renewed, one deck plate faired in place, one length
 of gunwale bar renewed, and double beading on
 damaged bulwark plate renewed.

Port bow (Alleged Pier damage)

Two sheer strake plates renewed, one in the strake
 below renewed and one removed faired + replaced
 one in strake next below faired in place, one plate
 in upper strake off forecastle side plating renewed, and
 one plate cropped + partly renewed; one forecastle
 stringer plate faired in place + doubled, 1 length
 of gunwale bar about 10ft of $\frac{1}{2}$ round moulding
 renewed.

One bow anchor which was lost has
 now been replaced + certificate produced.

Rodgers type. Weight of anchor (ex stock) $29:0:0$

do: stock

$7:2:14$

Marks: 3, 98 LPH-LW 16274. $27:17:2:0$

(Signed) J. Hos. J. Jundalo
 Supt.

Ch.

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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