

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 21st Nov 1899 When handed in at Local Office 18th Nov 1899 Port of London

No. in Reg. Book 1 Survey held at London Date, First Survey 11th Dec 98 Last Survey 15th Nov 1899

on the Wood, Iron or Steel S.S. Y.E. "Thorston" Master W. Brabyn

TONNAGE:— Built at N. Shields By whom J & W. Smith When 1866

GROSS 796 Owners J. O. Scott & Co Port belonging to Newcastle

UNDER DK. 749 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 448 Surveyed Afloat or in Dry Dock? Afloat Name of Dock Canal Destined Voyage Coasting

WB=CellDBorDBa feet; uE&B feet; f 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. 38898 Port Newcastle

(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 Completion of S.S. No. 2, see Newcastle report No. 38398. and damage caused by Collision.

Keel and bottom examined in dry dock, and the bottom cleaned and recreated; timbers & ceiling removed in holds, bunkers & peats, the W.B. tanks opened out and examined internally, also examined under engine and boilers. The ironwork throughout the vessel clipped, cleaned and recreated. 14 reverse bars renewed where worn, pumps, sluices &c overhauled. Ceiling partly renewed, plating examined under sublights, masts, spars and rigging examined, wedges drawn. (The Mizzen Mast and rigging removed, leaving her with 2 masts) and all the requirements of the Special Survey now completed. For damage now done; the Stern

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	Good	Good	Good
Decks	Good main & deck	Good	Good
Caulking of Decks	Good	Good	Good
Waterways	Good	Good	Good
Coamings	Good	Good	Good
Beams & Fastenings	Good	Good	Good
Outside Plating	Good	Good	Good
Caulking of ditto	Good	Good	Good
Rivets	Good	Good	Good
Breasthooks & Crutches	Good	Good	Good
Transoms	Good	Good	Good
Frames	Good	Good	Good
Reverse Frames	Good	Good	Good
Floors	Good	Good	Good
Keelsons	Good	Good	Good
Inner Bottom Plating	Good	Good	Good
State if Tanks now tested	May 1899	Good	Good
Bulkheads	Good	Good	Good
Ceiling	Good	Good	Good
Cement or Asphalt (State which.)	Good	Good	Good
Rudder	Good	Good	Good
Windlass	Good	Good	Good
Have Pumps now been examined and found efficient?	Yes	Good	Good
Have Sluice Valves now been examined and found efficient?	Yes	Good	Good
Have Watertight Doors now been examined and found efficient?	Yes	Good	Good
Dblng. Plates under Sounding Pipes	Good	Good	Good
Coal Bunkers, Open'gs, Lids, &c.	Good	Good	Good
Scuppers	Good	Good	Good
Cargo Hatchways	Good	Good	Good
Hatches	Good	Good	Good
Planking of Wood Vessels	Good	Good	Good
Treenails	Good	Good	Good
Breasthooks & Stemon	Good	Good	Good
Transoms, Pointers, & Crutches	Good	Good	Good
Timbers of Frame at openings	Good	Good	Good
Ditto ditto at other places	Good	Good	Good
Stringers, Clamps & Shelves	Good	Good	Good
Salting (State if examined.)	Good	Good	Good
Copper, or Y.M. (State if on Felt.)	Good	Good	Good
When put on, Month Year	Good	Good	Good
Condition, how ascertained	Good	Good	Good
(State if wedges removed)	Good	Good	Good
Sails	Good	Good	Good
Equipment letter	M.	Good	Good
Anchors, No. of	3 B. 15. 2K	Good	Good
Cables (State if now ranged)	No	Good	Good
" length (on board) size	Good	Good	Good
" Rule length (per Table 22) size	Good	Good	Good
Hawsers & Warps	Good	Good	Good
Standing & Running Rigging	Good	Good	Good

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 and efficient condition, and eligible to remain as Classed, and may be marked A. S. Lon No. 2. 99 with record 11. 99. (2 masts) P⁵ New OK

Office Fee (if chargeable) per Scale II., Sec. 27	Fees applied for,
Survey Fee (per Section 28)	18
Special Damage or Repair Fee (if any) (per Sec. 28.)	
Travelling Expenses (if chargeable)	18
Second Surveyor's Fee (if any)	

Committee's Minute FRI. 24 NOV 1899 Character assigned 90A1

Engire S.S. No 2-99 LMC 5.99

If a Survey also been held on the Machinery of the Ship? If so, to the Report sent now, or when will it be sent?

7,500—1,200—1,000—The Surveyors are requested not to write on or below the space for Committee's Minute.

Is Certificate required? If so to be sent to



THUR. 23 NOV 1899

Port of London

Continuation of Report No. 61653 dated

on the

S. J. J. E. Dorster

cut out and removed, on Star^d bow the plate next the stem cut out and removed in B. C. D. E. H. I. J. K. L. and M strakes, one plate in E strake, and one plate in G strake removed, faired and refitted; On Port bow the plate next the stem cut out and removed in B. C. D. E. G. H. I. J. and K strakes; one plate in E strake removed, faired and refitted, and two plates about the stem plate removed in I strake; one plate next stem in I strake removed, and one plate in M strake faired and refitted; two new horse pipes fitted, the bow bristles refitted and riveted, beams in fore part tank repaired, riveting in tank top overhauled and tank tested, cornice in fore part renewed, one stringer plate & angle on Star^d side faired & riveted, one deck plate removed; five frames on port bow removed, one frame on Star^d side removed, and four other frames faired and repaired, forecote deck beams faired and new angles fitted, six deck tie plates renewed, five others removed, faired and refitted, two deck plates on fore side of No. 1 hatch removed, two deck plates in way of foremast renewed; the main deck renewed from Stern to R^d 2^d deck, and main and R^d 2^d decks caulked.

J. M. Overly.
 Chas. J. Cooper

