

Date of writing Report *21 Nov 1944* 18... When handed in at Local Office... 18... Port of *London*

TONNAGE:—
GROSS 796.
Built at N. Shields By whom J & H. Smith When 1866
Owners G. C. Scott & Co. Port belonging to N. Shields

UNDER DK. 749
NET 498
Owners' Address ✓
(if not already recorded in Appendix to Register Book.) ✓

Surveyed Afloat or in Dry Dock? *OK* Name of Dock *Canal* Destined Voyage *Coasting*
WB=CellDBorDBa ☒ feet: uE&B ☒ feet: f ☐ feet: ☐

total capacity — tons. *FPT* — tons; *APT* — tons; *MT* — feet — tons. } Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

CHARACTER.		Machinery and Boiler Surveys (including date of N.B., if any).
Year Assigned now expired.	Date of last Survey and of Periodical Surveys.	
<p><i>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.</i></p>		

Last Report. No. 38898 Port <i>UWC</i>		+90 A 1	B. D. 5. 98
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(Periodical Surveys, when held, must be reported in detail and serialim 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. & N-2, see Harbort's report N. 38398. - and damage caused by Collision.*

Keel and bottom examined in dry dock, and the bottom cleaned and recoated; timbers & ceiling removed in holds, bunkers & peaks, the W. B. tanks opened out and examined internally, also examined under original and perils the ironwork throughout the vessel chipped, cleaned and recoated. 14 reverse hats renewed where worn, pumps, sluices &c overhauled. Ceiling partly removed, plating examined under sidelights, 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 Faird or Repaired	...								
Faird or Repaired in place	...								

PRESENT CONDITION OF THE		Stringers	Engine Room Skylights	Boats.
Decks	<i>Good, main & lower</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Caulking of Decks	<i>Good</i>	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Waterways	<i>Good</i>	State if Tanks now tested.	Scuppers	Condition, how ascertained
Coamings	<i>Good</i>	Bulkheads	Cargo Hatchways.	(State if wedges removed)
Beams & Fastenings	<i>Good</i>	Ceiling	Hatches	Sails
Outside Plating	<i>Good</i>	Cement or Asphalt	Planking of Wood Vessels	Equipment letter
Caulking of ditto	<i>Good</i>	(State which.)	Treenails ditto	Anchors, No. of
Rivets	<i>Good</i>	Rudder	Breasthooks & Stemson ditto	Cables (State if now ranged)
Breasthooks & Crutches	<i>Good</i>	Windlass	Transoms, Pointers, & Crutches ditto	" length size
Transoms	<i>Good</i>	Have Pumps now been examined and found efficient?	Timbers of Frame at openings ditto	" Rule length size
Frames	<i>Good</i>	Have Sluice Valves now been examined and found efficient?	Ditto ditto at other places ditto	Hawsers & Warps
Reverse Frames	<i>Good</i>	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shelves ditto	Standing & Running Rigging
Floors	<i>Good</i>	Dblg. Plates under Sounding Pipes	Salting (State if examined.) ditto	
Keelsons	<i>Good</i>		Copper, or Y.M. (State if on Felt.) ditto	
			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.

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 Sr 2. 99. with record 11. 99.

Office Fee (if chargeable) <i>per Scale II., Sec. 27</i>	£	:	:	Fees applied for,
Survey Fee (<i>per Section 25</i>)	£	:	:	18
Special Damage or Repair Fee (if any) (<i>per Sec. 28.</i>)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	

W. M. Overly
Surveyor

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

Committee's Minute **FRI. 24 NOV 1899**

Character assigned **90TH**
 Enquire **S.S. No 2-99 LMC 5.99 drpgg/v**
 Foundation
 CON720-0088 1/2

THUR. 23 NOV 1899

Port of

London

Continuation of Report No.

61653

dated

on the

S. J. S. E. Dorset

cut out and removed, on Star^d bow the plate next the stem cut out and removed in B. C. D. E. F. 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. F. G. H. I. J. and K strakes; one plate in E strake removed, faired and refitted, and two plates abt 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 brackets refitted and riveted, beams in fore part tank repaired, birtling in tank top overhauled and tank tested, camout in fore peak 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.
Per J. M. Overly