

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12<sup>th</sup> Jan 1894 When handed in at Local Office 12<sup>th</sup> Jan 1894 Port of Middlesbrough SAT. 13 JAN 1894

No. in Reg. Book Survey held at Middlesbrough Date, First Survey 30<sup>th</sup> Dec - 93 Last Survey 7<sup>th</sup> Jan 1894 (No. of Visits 5) Master Brown

on the Wood, Iron or Steel D.S. County (Derry) Built at Sunderland By whom S.P. Austin & Son When 1889 11

Owners County Steam Ship Co. (Lim.) (W.J. Woodside, Mgr) Port belonging to Belfast Owners' Address

Surveyed Afloat or in Dry Dock? Name of Dock Cargo Fleet Destined Voyage Santos.

VB=DbA tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys. Year Assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any).

100 A1 2.92 LMC11-59

East Survey, No. 12097 Port Gls

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part-S.S. No. 1

The bottom outside is in good order, it has been cleaned and recoated. The frames, floors and girders in the ballast tank under the machinery space were found to require scaling and recoating; and the patent enamel cement on the bottom was more or less badly blistered and the shell plating and riveting exposed in places, the cement on the bottom in way of the hold aft of the machinery space was found to be in a similar condition. As there was cargo in the other holds the tanks in way of them were not examined.

The Owners representative states that this vessel will be submitted for completion of D.S. No. 1 on her return to the UK in 3 or 4 months; when the inside of the tank in way of the machinery space will be scaled and the cement on the bottom dealt with.

To complete D.S. No. 1, the whole of the survey has to be gone through with the exception of sighting the bottom. The Owners have been advised of the above, see copy of letter attached herewith.

SUMMARY OF DAMAGE REPAIRS: — Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M. (State if on Felt.) When put on, Month Year	Hatches	Good
Good	Timbers of Frame at the openings	Good	Rudder	Boats	Good
Good	Ditto ditto at other places	Good	Windlass & Capstan	Masts, Yards, &c.	Good
Good	Keelsons	Good	Pumps	Condition, how ascertained from deck	Good
Good	Clamps, Shells & Stringers	Good	Engine Room Skylights	Sails	Good
Good	Salting (State if examined.)	Good	Coal Bunker, Open'gs, Lids, &c.	Equipment letter	Good
Good	Ceiling	Good	Scuppers	Anchors, No. of 213, 15, 212	Good
Good	Cement or asphalt (State which.)	Good	Cargo & Main H'tch'w'ys.	Cables (State if now ranged) Not ranged	Good
Good	Tanks (State if now tested.)	Good		" length part seen size good	Good
Good	Caulking of Bot'm, D'k, & Wat'r'w'ys	Good		" Rule length size	Good
Good		Good		Hawsers & Warps	Good
Good		Good		Standing & Running Rigging	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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

With the exceptions stated above, this vessel appears to be, so far as seen, in a good and efficient condition, eligible in our opinion to remain as classed and to have record of survey 1-94 in the Register Book.

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,	18
Survey Fee (per Section 29)	£	:	:	Received by me,	18
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:		
Travelling Expenses (if chargeable)	£	:	:		
Second Surveyor's Fee (if any)	£	:	:		

Signature: Allison B. Wilson. Surveyor to Lloyd's Register of British & Foreign Shipping. TUES. 10 SEP 1895. FRI. 6 SEP 1895.

Committee's Minute Character assigned No. 1 Deferred for completion of No. 1 White Curr. L. 17. 1. 94

Deferred for completion of No. 1. Lloyd's Register Foundation. FRI 5 JUL 1895. TUES. 10 SEP 1895.

MDB 749-0025

TUES 9 JUL 1895

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 cause it to show through to the other side.

Deferred for  
completion of N1  
Write Dundee 9.7.95  
" Waterford 13.7.95

W.H.H.  
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Lloyd's Register  
and London

General Observations  
State clearly what alterations, for example, were made  
and also  
Committee's Minutes  
signed  
Damage Fee (per Section 28).....  
Registration Fee (per Section 28).....  
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