

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th May 1897 When handed in at Local Office 24th May 1897 Port of MIDDLESBROUGH-ON-TEES.

No. in Survey held at Middlesbrough Date, First Survey 24th March Last Survey 24th May 1897
Reg. Book. (No. of Visits)

131 on the Wood, Iron or Steel S.S. "Camel" Master S. English.

TONNAGE:— Built at Belfast By whom Harland & Wolff When 1890 9

GROSS 356 Owners S.S. Camel C^o (Lim.) (Matheson & Co.) Port belonging to London.

UNDER DECK 323 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 226 Surveyed Afloat and in Dry Dock? Name of Dock Cargo Fleet Destined Voyage Aarhus.

WB=CellDBorDBa tons; uE&B tons; f 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.
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 Survey, No. 6223 Port Swansea

(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 Completion of S.S. No. 3 and Damage Repairs.

The old boilers having been removed, All oxidation was removed from the sides of the vessel, frames, floors, Keelsons & Stringers &c. in way of the machinery space and bunkers and the following repairs effected viz: Rider plates were fitted on several reverse bars on the floor in way of the boilers. Five reverse frames on each side in way of the coal bunkers were thin and have been renewed. The Main Deck stringer plates were somewhat wasted in places and have been doubled on both sides of the vessel throughout the length of the machinery space. The plating forming a step in the deck, thus, entirely renewed on both sides of the vessel throughout the length of the machinery space. All defective bunker plates were renewed. All the Bridge Deck plating in way of the machinery space was renewed. The cement on the bottom in way of the machinery space was

| SUMMARY OF DAMAGE REPAIRS:— | | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|------|--|---------|------------|---------|--------|-----------------------------------|------------------------------|-----------------------------|
| Renewed ... | ... | 4 | ✓ | ✓ | ✓ | 1 | ✓ | ✓ | Thin bar renewed |
| Faired or Repaired ... | ... | ✓ | 3 | ✓ | ✓ | 2 | ✓ | ✓ | Long bulwark plates renewed |
| PRESENT CONDITION OF THE | | Timbers of Frame at the openings | | | | | Rudder | Hatches | |
| Decks | Good | Ditto ditto at other places | | | | | Windlass & Capstan | Boats | |
| Waterways | " | Keelsons | | | | | Pumps | Masts, Yards, &c. | |
| Coamings | " | Stringers, Clamps & Shelves | | | | | Sluice Valves | Condition, how ascertained | |
| Up'r Dk. Beams & Fastenings | " | Salting (State if examined.) | | | | | Watertight Doors | Sails | |
| Low'r Dk. Beams & Fastenings | " | Ceiling | | | | | Dblg. Plates under Sounding Pipes | Equipment letter | |
| Plating | " | Cement or Asphalt (State which.) | | | | | Engine Room Skylights | Anchors, No. of | |
| Planking | ✓ | Tanks (State if now tested.) | | | | | Coal Bunker, Open'gs, Lids, &c. | Cables (State if now ranged) | |
| Rivets or Treennails | " | Caulking of Bot'm, D'k, & Wat'rw'ys | | | | | Scuppers | length | |
| Breasthooks & Stemson | " | Copper, or Y.M. (State if on Felt.) | | | | | Cargo & Main H'tchw'ys | Rule length | |
| Transoms, Pointers, & Crutches | " | When put on, Month Year | | | | | | Hawsers & Warps | |
| | | | | | | | | 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, 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."

This vessel now appears to be in a good and efficient condition, eligible to remain as classed and to have record of survey 5-97 and the notation of S.S. Sus. 2nd No. 3, 5-96 in the Register Book as recommended by the Swansea Surveyors in their Report No. 6253.

| | | | | |
|--|---|---|----|-------------------|
| Office Fee (if chargeable) per Scale II, Sec. 27 | £ | : | : | Fees applied for, |
| Survey Fee (per Section 28) | £ | : | : | 24.5 18.94 |
| Special Damage or Repair Fee (if any) (per Sec. 28.) | £ | 3 | 3 | Received by me, |
| Travelling Expenses (if chargeable) | £ | : | 6 | 24.5 18.94 |
| Second Surveyor's Fee (if any) | £ | 2 | 17 | |

Committee's Minute

Character assigned

TUES 1 JUN 1897

100A1
S.S. 2nd No. 3, 5-96
L.M. 6.5.97
+ N.B. 5.97

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

FRI. 4 JUN 1897

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Lloyd's Register Foundation

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renewed when necessary. The tunnel and tunnel door are now in good order. The caulking of the main deck was overhauled and the deck is now in good order. Nearly the whole of the Bridge Deck planking has been renewed. The mast-wedges having been removed, the masts, spars and rigging were examined, overhauled, and are now in good order.

The lower edges of the forward garboard plates were somewhat-wasted, shoe plates have been fitted for 18 feet in way of same.

This completes. S.S. No 3, see Sur. Report No 6253.
Damage Repairs.

This vessel is stated to have been damaged on several occasions, viz:- Through grounding on 18th and 19th February - 97 and through being in collision with other vessels on 16th February 4th March and 5th March 1897.

The vessel was placed in the Cargo Club Dry Dock and the following repairs have now been done, viz:- The stem bar was removed and renewed. The stem plate in the garboard strakes and in B Strake on both sides of the vessel removed and renewed. The stem plates in D, E, and F Strakes on the starboard side were removed and renewed, and two frames here joined and repaired. The riveting and caulking of the bottom was started in places and has been overhauled and made good. The coaming of the Main Hatch were fractured at the four corners and doubling plates have been fitted as compensation. Four bulwark plate on the starboard side aft have been renewed, and two lengths of angle iron on the bulwarks here renewed. One breakwater plate on the hood aft renewed, One hood beam renewed and two repaired, One hood frame renewed. The handrails and stanchions on the hood repaired, and other minor damage to deck fittings repaired and made good.

The bottom outside was cleaned and recoated and is now in good order.

The whole of the cement in the fore peak has been renewed.

Allison B. Wilson.