

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th March 1910 When handed in at Local Office 5th March 1910 Port of Hull

No. in Reg. Book 54 Survey held at Hull Date, First Survey Feb 26th Last Survey 4th Mar. 1910

on the Wood, Iron or Steel S.S. "Isaliles" Master J.R. Watson

TONNAGE:— Built at Newcastle By whom Northumberland S.S.C. Ltd. When 1908 YEAR MONTH

GROSS 4768 Owners J. Wilson & Co. Ltd Port belonging to Hull

UNDER DEK. 4630 Owners' Address (if not already recorded in Appendix to Register Book).

NET 3064 Surveyed Afloat or in Dry Dock? At Name of Dock Alexandra Destined Voyage New York

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. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Year assigned and when expired. Machinery and Boiler Surveys (including date of N.D., if any).

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. 20871 Port Hull 100A1 1.09 LMCS.05 Society's Freeboard (if assigned) as painted on Ship and now verified } ✓

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were declined? Not required also whether any damage report was made, and, if so, by whom? Underwriters Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition after Grounding.

This vessel is stated to have been aground in the River Humber.

The bottom is now in good condition, it has been cleaned and renovated.

The only damage to the bottom observed was two or three very slight indentations which it was not considered necessary to deal with, except by overhauling the caulking in the vicinity of the same, also some half dozen rivets in one length of the ledge keel were started and have been renewed.

The ballast tank in way of the engine and boiler space and the tank immediately aft of the same were examined inside, the cement in

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	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet.)
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	When put on Month Year
Caulking of Decks	State if Tanks have been examined inside	Engine Room Skylights	Boats <u>Good</u>
Waterways	State if Tanks now tested <u>No. on either</u>	Coal-Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Coamings	Bulkheads <u>Good</u>	Scuppers	Condition, how ascertained <u>from deck</u>
Beams & Fastenings	Ceiling	Cargo Hatchways	(State if wedges removed) <u>No</u>
Outside Plating	Cement <u>as above</u>	Hatches	Sails <u>Not seen</u>
Caulking of ditto	Rudder <u>as above</u>	Planking of Wood Vessels	Equipment letter <u>at</u>
Rivets	Steering gear and its connections <u>Good</u>	Caulking ditto	Anchors, No. of <u>2 1/2 1 1/2 1 1/2</u>
Breasthooks & Crutches <u>Not seen</u>	Windlass	Treenails ditto	Cables (State if now ranged) <u>No</u>
Transoms	Have Pumps now been examined and found efficient? <u>No</u>	Breasthooks & Stemson ditto	" length (on board) size
Frames <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Transoms, Pointers, & Crutches ditto	" Rule length (per Table 29) size
Reverse Frames	Have Watertight Doors now been examined and found efficient? <u>No</u>	Timbers of Frame at openings ditto	Hawser & Warps <u>Good</u>
Floors		Ditto ditto at other places ditto	Standing & Running Rigging
Keelsons <u>Not seen</u>		Stringers, Gamps & Shelves ditto	
		Sailings ditto (State if examined.)	

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, 1,07," or "to remain as classed and to have record of survey, 1,07, and the notations of ss No. 1-07 and ptND07, &c."

This vessel appears to be in a condition to remain as now classed in the Register Book without fresh record of survey until the new rudder is fitted as noted above

Survey Fee (per Section 28)	£ 2	Fees applied for, <u>8/3/1910</u>
Special Damage or Repair Fee (if any) (per Sec. 28)	£ 4	Received by me, <u>27.3.10</u>
Travelling Expenses (if chargeable)	£ 3	
Second Surveyor's Fee (if any)	£	

Committee's Minute THIS 5 APR 1910 Surveyor to Lloyd's Register of British & Foreign Shipping. William B. Wilson

Character Assigned Deferred W. for repairs FRI. 29 APR 1910



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

W619-008 1/2 8000-619M

In Certificate required P. 11 as, to be sent to

Hull

S.S. Galileo.

several frame spaces was distorted, and has been removed.

The bracket plates at the head and heel of one built pillar in the machinery space were slightly buckled and some of the rivets started and broken. The bracket plates have been jamed and the defective rivets removed.

Rudder. This vessel is fitted with a cast steel single plate rudder. Defects were observed on the first and second gudgeons above the heel. The flaw on the 1st gudgeon does not appear to be serious at present. The flaw on the 2nd gudgeon is of a more serious nature.

The Owners have arranged that a new forged iron, built single plate rudder be prepared and fitted on the return of the vessel from her present voyage.

The three other gudgeons on the rudder appear to be quite sound and in good order.

These flaws in the rudder are, in my opinion, inherent defects, and are not due to damage.

In my opinion the rudder is in a fit condition to make the round voyage to New York and back to this port.

Allison B. Wilson.

W619-0008 2/2

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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