

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 18 When handed in at Local Office 18

Port of London

No. in Reg. Book.

Survey held at

London

Date, First Survey

(No. of Visits)

Last Survey

25<sup>th</sup> / 2 / 18 99

403 382 on the Wood, Iron or Steel

S.S. Robin

Master

TONNAGE:-

GROSS 366

UNDER DE. 243

NET 176

Built at

London

By whom

R. Thomson

When

1890. 11

Owners

A. F. Blacketer

Port belonging to

London

Owners' Address

(If not already recorded in Appendix to Register Book.)

Nelson

Destined Voyage

Surveyed Afloat or in Dry Dock?

Name of Dock

Nelson

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; J

feet; I

total capacity

tons. FPT

tons; APT

tons; MT

feet

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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 Report, No. 60396 Port London

(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.

CHARACTER:  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.  
+ 100A1  
10, 98  
SSgle N.P. 95  
+ 2MB 6, 95  
13. 10, 98

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage (Alleged touching ground & collision with dredger) & condition. + P.S. N. 2

Port bow. Seven plates have been renewed, having been found either fractured or badly buckled, seven fairied in place, one removed fairied & replaced and the started rivets mono plate cut out & renewed. One butt strap has been renewed.

Starboard bow. Six plates have been fairied in place, three plates removed, fairied and replaced, & one butt strap fairied in place.

On Port side in way of after hold three indented plates were renewed and sixteen plates fairied in place, & two butt straps renewed.

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Removed	12	2	36					
Removed and Fairied or Repaired	6		1					as stated:-
Fairied or Repaired in place	35	22						

PRESENT CONDITION OF												PRESENT CONDITION OF																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Decks	good	Stringers	good	Inner Bottom Plating	good	State if Tanks now tested	frsks yds.	Bulkheads	gd.	Cement or Asphalt (State which.)		Rudder		Windlass		Have Pumps now been examined and found efficient?		Have Sluice Valves now been examined and found efficient?		Have Watertight Doors now been examined and found efficient?		Dblg. Plates under Sounding Pipes		Engine Room Skylights	good	Coal Bunkers, Open'gs, Lids, &c.	"	Scuppers	"	Cargo Hatchways	"	Hatches	"	Planking	of Wood Vessels	Treenails	ditto	Breasthooks & Stimson	ditto	Transoms, Pointers, & Crutches	ditto	Timbers of Frame at openings	ditto	Ditto ditto at other places	ditto	Stringers, Clamps & Shells	ditto	Salting	ditto	Copper, or Y.M.	ditto	When put on, Month	Year	Boats	good	Masts, Yards, &c.		Condition, how ascertained	fr d'k	(State if wedges removed)		Sails	stated gd.	Equipment letter	e	Anchors, No. of	36, 15, 15	Cables (State if now ranged)		" length (on board)	not now	" Rule length (per Table 22)	ranged	Hawsers & Warps	good.	Standing & Running Rigging																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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General Observations, Opinion as to Class, Recommendation, &amp;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 ptd 98, &c."

Ships vessel is now in good condition & is eligible in our opinion to remain as classed with fresh record of survey 2, 99 London & notation of S.S. London N. 2, 99 when same has been completed.

Office Fee (if chargeable) per Scale II, Sec. 37	Survey Fee (per Section 25)	Special Damage or Repair Fee (if any) (per Sec. 25.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for	Received by me
					6/3 18 99	8.3 18 99
		10 : 10 : 0	1 : 1 : 0	9 : 9 : 0		SAH 15

Committee's Minute  
Character assigned  
Deferred for completion  
+ 2MB 10, 98 of No. 2  
Rpt. to Sec. 4/1/99

Surveyor to Lloyd's Register of British & Foreign Shipping.  
C. Marshall.  
R. T. Cooper

TUES. 21 NOV 1893

FRI. 29 DEC 1893

60803. Jan.

removed, fairied replaced. one new liner plate fitted taking in five frame spaces.

Two frames & three reverse bars which were found fractured, were renewed above forepeak tank, and frames midway of tank fairied in place & reverse bar removed, fairied re-placed. Fourteen frames in way of after hold which were found set in, were fairied in place.

Ten new short reverse bars, in forehold were fitted to stiffen slightly buckled frames.

The two side plates centre filling in plate on forepeak tank top were found broken, were cut out and renewed in one piece. One Breast hook plate & angle were renewed. Top & bottom angles to stringer were partly renewed, & margin angle to tank top partly renewed.

Bottom: - Found set up about  $1\frac{1}{2}$ " over length of 36 ft. Port side: - Two plates, which were found badly indented, were renewed, two removed fairied re-placed. The rivets were cut out from thirteen others to allow same to be set down.

Starboard side: - Rivets cut out from thirteen plates to admit of same being set down fair.

Twenty four frames were lined from C strake to C strake on each side, and fifteen additional reverse bars fitted on top of floors to stiffen same. A new face plate was fitted to hull of frames on Port side.

The stem which was found fractured at outer edge of pivot hole midway of F strake, had a new stem plate fitted on Port side of increased thickness.

A few minor repairs were effected, cement & ceilings made good and the bottom coated with paint.

In the way of the forehold on Starboard side two frames were fairied in place, and eight new short reverse bars fitted to strengthen slightly buckled frames, and six plates fairied in place.

Condition: one new plate fitted on each side in way of forehold.

C.M.

S.S. No. 2 - In the above, the requirements of the SCAP 2 have been carried out, with the exception of the following, which requires to be done, to complete survey: - After peak, and all engine boiler space (except port side bunker) to be examined, decks, mast, spars, rigging, pumps, sluices & general equipment to be examined. Cables to be arranged.

C.M.