

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of London
 No. in Survey held at London Date, First Survey 28/2/98 Last Survey 4/3 18 98
 Reg. Book. 378 on the Wood, Iron or Steel S. S. Gays Romano Master J. K. Widgey

TONNAGE:— Built at J. Shields By whom J. Readhead & Sons When 1893 9
 GROSS 2690 Owners Pyland & Co. Port belonging to London
 UNDER DK. 2523 Owners' Address
 NET 1735 (if not already recorded in Appendix to Register Book.)
 Surveyed in Dry Dock? Name of Dock Union Destined Voyage West-Indies

WB=CellDBorDBa feet; uE&B feet; f feet; }
 total capacity tons. FPT tons; APT tons; MT feet tons. }

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. 58574 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned, expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100, A. 1. Spar DK. 2-97		+ L.M.C. 9-93

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 8 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part 3.8 No. 1 and Damage by fire.

This vessel was placed in dry dock, her bottom, cleaned examined and recoated, hold and peaks cleared and examined, lower bunkers cleared, ceiling lifted as required and these examined, ceiling lifted from tank tops, tanks tested and examined inside, masts spars decks, equipment, pumps sluice valves and watertight doors examined. & Boiler space examined.

Repairs due to wear & tear now effected. Baling partly renewed cement repaired where necessary and tanks scaled & recoated where required. Rudder rebrushed and 2 indented plates on starboard side, in way of bunkers fairied and riveting made good (It was not known how these plates became indented). 1 WT door repaired.

Repairs due to damage by fire: — One deck plate over port P.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place	2				3		1	

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	Ditto ditto at other places <u>Good</u>	Windlass & Capstan <u>Good</u>	Boats <u>Good</u>
Waterways <u>Good</u>	Keelsons <u>Good</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Masts, Yards, &c. <u>Good</u>
Coamings <u>Good</u>	Stringers, Clamps & Sheets <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Condition, how ascertained <u>Good</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Sailing (State if examined.) <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Sails <u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Dbing. Plates under Sounding Pipes <u>Good</u>	Equipment letter <u>U</u>
Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Yes</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3 B. 18 1/4</u>
Painting <u>Good</u>	Tanks (State if now tested.) <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Rivets or Turnbuckles <u>Good</u>	Caulking of Bot'm, D'k, & Wat'r'ys <u>Good</u>	Scuppers <u>Good</u>	" length (on board) size
Breasthooks & Stems <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>Good</u>	Cargo & Main H'teh'ys <u>Good</u>	" Rule length (per Table 22) size
Transoms, Pointers, & Gratches <u>Good</u>	When put on, Month Year		Hawsers & Warps <u>Good</u>

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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."

This vessel now appears to be in a good and efficient condition and is eligible in my opinion to remain as classed ~~as~~ record of survey and notation of 3.8 No. 1 being deferred until the survey is completed.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for, 193 98
Survey Fee (per Section 28)	5 : 10 : 0	Received by me, 193 98
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	
Travelling Expenses (if chargeable)	4 : 19 : 0	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character assigned

FRI, 11 MAR 1898

FRI, 3 JUN 1898

Deferred for compl. + L.M.C. 3.95 of No. 1

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

C. Martell
E. J. Mutton

Lloyd's Register Foundation

LON 715-0031

59663. Lm.

Continued

upper bunker doubled and 3 beams faired in way of same.

To complete this survey the upper bunkers remain to be cleared and examined.

The Owners stated that this would be arranged for on the vessel's next return.

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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