

No. 61631

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15<sup>th</sup> Nov 1899 When handed in at Local Office 15 Port of London  
No. in Reg. Book. 98 Survey held at London Date, First Survey May 26 Last Survey 14<sup>th</sup> Nov 1899  
on the ~~Wood, Iron or Steel~~ 88 "Bamfshshire" (No. of Visits 86) Master [Signature]

|                 |   |                    |                   |                      |      |      |       |        |
|-----------------|---|--------------------|-------------------|----------------------|------|------|-------|--------|
| TONNAGE:—       | Built at  | Newcastle          | By whom           | Hawthorn Leslie & Co | When | 1894 | YEAR. | MONTH. |
| GROSS 5526      | Owners  | Ederslie & Co & Co | Port belonging to | Glazow               |      |      |       |        |
| UNDER DEK. 5208 | Owners' Address   |                    |                   |                      |      |      |       |        |
| NET 3603        | (If not already recorded in Appendix to Register Book.) |                    |                   |                      |      |      |       |        |

| Surveyed <del>Afloat</del> or in Dry Dock ? |            | Name of Dock |          | Destined Voyage   |  |
|---|------------|--------------|----------|---|--|
| WB=Cell DBor DBa                            | feet; uE&B | feet; J      | feet; }  | Particulars of Classification (which must be inserted precisely as in Register Book & Supplements). |  |
| total capacity                              | tons. FPT  | tons; APT    | tons; MT |   |  |

*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. 60492 Port San*

*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

and ss No. 1.

Damage by fire; Alterations.

This vessel was badly damaged by a fire which occurred in June last when she was lying in the Victoria dock, & by the flooding & sinking due to the extinguishing operations. The damage was confined to the forward part, & as regards the vessel's side, only on the starboard side. A few bottom shell plates were indented by the grounding. All damage has now been repaired. All the buckled shell plates, & others, annealed & replaced, only a few being renewed.

Shoe plates renewed: N. strk. 4 plates & 5 doubling plates. P. strk. 2 plates.  
Q. strk. 2 plates.

| SUMMARY OF DAMAGE REPAIRS :—          | Plates. | Frames. | R. Frames. | Floors. | Beams.  | Str. Plates. | Dk. Plates. | Other Items :— |
|---------------------------------------|---------|---------|------------|---------|---------|--------------|-------------|----------------|
| Renewed ... ..                        | 13      | ✓       | ✓          | ✓       |         | ✓            | 2           |                |
| Removed and Faired or Repaired ... .. | 76      | ✓       | ✓          | ✓       | 12 hump | 15           | 116         |                |
| Faired or Repaired in place ... ..    | 18      | 2       | 2          | ✓       | 9       | 5            | 50          |                |

| PRESENT CONDITION OF THE |      | REMARKS  |       |
|--------------------------|------|--|-------|
| Decks                    | good | Stringers  | good  |
| Caulking of Decks        | "    | Inner Bottom Plating   | "     |
| Waterways                | "    | State if Tanks now tested                                    | yes   |
| Coamings                 | "    | Bulkheads  | good  |
| Beams & Fastenings       | "    | Ceiling  | "     |
| Outside Plating          | "    | Cement or Asphalt  | "     |
| Caulking of ditto        | "    | (State which.)   | "     |
| Eivets                   | "    | Rudder   | "     |
| Breasthooks & Crutches   | "    | Windlass   | "     |
| Transoms                 | "    | Have Pumps new been examined and found efficient?            | yes   |
| Frames                   | "    | Have Sluice Valves now been examined and found efficient?    | good  |
| Reverse Frames           | "    | Have Watertight Doors now been examined and found efficient? | good  |
| Floors                   | "    | Dblg. Plates under Sounding Pipes                            | good  |
| Keelsons                 | "    | Engine Room Skylights  | good  |
|                          |      | Coal Bunkers, Open'gs, Lids, &c.                             | "     |
|                          |      | Scuppers   | "     |
|                          |      | Cargo Hatchways  | "     |
|                          |      | Hatches  | "     |
|                          |      | Planking of Wood Vessels                                     | "     |
|                          |      | Treenails  | ditto |
|                          |      | Breasthooks & Stemson  | ditto |
|                          |      | Transoms, Pointers, & Crutches                               | ditto |
|                          |      | Timbers of Frame at openings                                 | ditto |
|                          |      | Ditto ditto at other places                                  | ditto |
|                          |      | Stringers, Clamps & Shelves                                  | ditto |
|                          |      | Salting  | ditto |
|                          |      | (State if examined.)   | "     |
|                          |      | Copper, or Y.M.  | ditto |
|                          |      | (State if on Felt.)  | "     |
|                          |      | When put on, Month   | Year  |
|                          |      |  |       |

*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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of *ss No. 1-98 and ptND98, &c.*"

"This vessel is now in good condition & is eligible in our opinion to remain as classed with record of money 11.99 & the notation 88 Son No 1-99.

Office Fee (if chargeable) *per Scale II., Sec. 27* ..... £

Survey Fee (per Section 28) .....

Special Damage or Repair Fee (if any) ..... \$

Travelling Expenses (if chargeable) ..... £

Second Surveyor's Fee (if any) ..... £

Fees applied for,

18.....

Received by me,

17.1 18.0

.....

## Committee's Minute

Character assigned

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Note W

Surveyor to Lloyd's Register of British & Foreign Shipping

TUES 21 NOV 1893

Lloyd's Register  
Foundation

LON720-0058  $\frac{1}{3}$



THUR. 16 NOV 1899

Port of

London

Continuation of Report No. 61631 dated

on the

SS "Bamphire"

Shell plates faired & replaced:— A strk. Star<sup>d</sup>. 1 plate. A strk. Port. 3 plates. I strk. 1 plate. K strk 2 plates. L strk 6 plates. M strk 14 plates. N strk 3 plates. O strk 2 plates. P strk 13 plates. Q strk 16 plates. R strk 15 plates.

Shell plates faired in place:— Keel plate. 4 plates. A strk. Star<sup>d</sup> 2 plates. B strk 2 plates. D strk 1 plate. E strk 2 plates. K strk 1 plate. Q strk. 1 plate. R strk 5 plates.

Bridge deck:— 1 stringer plate faired & replaced, and 5 ds. faired in place.

Upper deck:— 7 stringer plates faired & replaced. 61 deck plates faired & replaced. 30 deck plates faired in place. 9 2 deck plates renewed.

Main deck:— 7 stringer plates faired & replaced. 55 deck plates faired & replaced. 20 deck plates faired in place.

Upper deck 2 beams & 6 halfbeams faired & replaced. 3 beams faired in place.

Main deck 5 beams faired in place & one doubled in way of fracture.

All 'tween deck pillars (forward) faired & replaced.

The 'tween deck portions of Nos 2 & 3 BH<sup>ds</sup> & the forecastle and bridge-front BH<sup>ds</sup> faired & replaced. No 2 BH<sup>ds</sup> in hold faired in place locally.

Two cracked frames locally doubled.

Hatch coamings & portable beams of Nos 1, 2 & 3 Hatchways faired & replaced, & hatches renewed.

The wood upper deck in the forecastle, the star<sup>d</sup> side of the boat deck, & practically all of the wood bridge deck renewed with well seasoned pitch pine, & tested with <sup>hose</sup> water.

Officers cabin & Saloon refitted.

Nos 1, 2 & 3 holds & lower 'tween decks re-insulated, after thoroughly cleaning & painting the sides &c.

The wood fore yard, fore topsail & fore topgallant yards renewed. 8 derrick renewed. Rigging renewed & topgallant backstay renewed. 2 boats renewed & 1 repaired.

Alterations:— The Bridge deck has been extended forward and joined with the forecastle deck, the ships side being carried up with new frame tops, beams, & stringer plates, as in the bridge house erection elsewhere, & a hatch way formed in the new deck over the



Port of

London

Continuation of Report No. 6163 dated

on the

S.S. Mansfield

Hatchway below. The Bridge deck has been plated over between the stringer plate & sides of central deck house, the new plating being carried right fore & aft.

The wood planking on the Upper deck in the original well has been removed, & additional beams fitted so that in way of the fore hatch there might be beams on every frame as required by the rules.

Doubling plates fitted on Upper deck at corners of Nos 1, 2 & 3 hatchways. Coaling holes in U deck provided with 12" coaming; & 16 cast iron coamings substituted for the flush circular <sup>coaling</sup> shuttles on bridge deck. Nos 2, 3, & 4 hatchways surrounded in Upper tween decks by iron trunk coamings.

Side W.C. houses fitted on fore-castle deck, & plated ammonia-storage house provided at after end of bridge.

Additional stiffening brackets fitted to seating of refrigerating engine. Screen board between engine & boiler room removed & bracket knees fitted to strong beam.

Two W.T. sliding doors fitted in lower 'tween-deck portion of No 2 B.H.A., & 3 do. in that of No 3 B.H.A., over holes pierced in them to pass the cold air shafts. The doors are of horizontal pattern, & are geared to the bridge deck.

S.S. No. 1 All the requirements of this survey have now been complied with. All tanks examined & tested, including peak. The holds, 'tween Decks, bunkers & machinery space examined. Masts & equipment generally examined. Bottom examined in dock.

How done: U. deck beam next aboat engine casing shored up & pillared.

A.C.A.

O.W.C.