

# REPORT of SURVEY for REPAIRS, &c.

No. in 0.2984  
 Survey held at Cardiff  
 Port of Cardiff  
 Date First Survey 14<sup>th</sup> Nov 1884  
 Last Survey 24 Dec 1884  
 No. of Visits 30  
 Master Heatherburn  
 Built at W. Harlepool By whom W. Gray & Co<sup>rs</sup> When 1886-6  
 Owners A. Vuart  
 Port belonging to London

Owners' Address  
 Name of Dock Mount Stuart  
 Voyage Constantinople  
 60.75 ft. of Forecastle 30 ft. of Raised Or. Deck ft. Moulded Depth ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 Character in Register Book 100A-1  
 Years assigned, if a Wood Ship 8, 84

No. 6523 Port L & K  
 Society's Freeboard (if assigned) in Summer ft. ins.  
 in Winter ft. ins.

INFORMATION AS PER RULE, FOR  
Damage Repairs and  
Alteration in Deck Directions  
 stated to have been sustained by collision  
 with "Demwentwater". For particulars of examination  
 see accompanying copy of Damage Survey Report.  
 Repairs - The whole of the repairs and renewals  
 in the Damage Survey Report have now been  
 carried out.

Alteration in Deck Directions - For the reasons set forth in  
 the 21<sup>st</sup> Nov 84, the owners decided to fill in the space between  
 the 2<sup>nd</sup> & 3<sup>rd</sup> b. house, thus forming a long Prop No. 9 long. The proposal  
 was submitted with my letter of the 16<sup>th</sup> Nov and approved by the Committee  
 on 17<sup>th</sup> Nov 84. The alterations have now been effected in accordance with  
 the proposal, the length being 20 ft. instead of 40 ft. The lower chains  
 are now in good condition.

Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Breasthooks & Stems	"	Windlass & Capstan	"	Condition, how ascertained	Firmly
Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Good
Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors No. of 6	"
Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	"
Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	"
Clamps	"	When put on	"	Standing & Running Rigging	"
Coal Bunker, Openings, Lids, &c.	"	Scuppers	"	Hatches	"
	"	Cargo & Main Hatchways	"		"

Opinion as to Class, Recommendation, &c.:  
 The vessel is now in good and efficient condition  
 in my opinion remains Classed 100A-1.  
 No alteration in Damage recorded in the  
 Book.

Sec. 27...  
 Fee received by me, 10 10 0  
 4 4 0  
 5 5 0  
 TUESDAY 10 JAN 1885  
 100A-1

J. G. Rule  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 This vessel appears eligible  
 to remain as classed as  
 recommended by 100A-1.  
 No alteration necessary in the equipment.



Cardiff

Continuation of Report No. 2984 dated 24/12/84 on the

Iron V.S. Barkwin

Bridge side plating has been doubled with  $\frac{5}{16}$  plating instead of removing the  $\frac{5}{16}$  and renewing with  $\frac{5}{16}$  plating. Side Partial bulkheads have been fitted between original Poop & B. House; and fore bulkhead of the Bridge House has received additional strengthening in the shape of bulk plate fitted to alternate stiffening angles, and by the bulkhead being connected to the side plating by angle bracket knees.

Freeboard - The necessary bridge accommodation for the distance between the Bridge House & Forecastle, has been provided in accordance with the Society's Freeboard being marked on the side when the vessel was in the United Kingdom.

J. H. Rule

Other Repairs - The fore bulkhead of the forward deck oil tank has been additionally strengthened by an increased number of angle bars and deep brackets.

J. H. Rule