

REPORT of SURVEY for REPAIRS, &c.

No. 721.

No. in Survey held at *Antwerp*

Date, first Survey *29. Nov.* Last Survey *31. Decem. 1881.*

Reg. Book.

on the *Steam S.S. "Hansie"*

Master *Spink*

YEAR. MONTH.

TONNAGE under Tonnage Deck *405.*

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as S^r mer, cut on Ben.

Built at *Hull*

When built *1864.*

Owners *Goole Steam Ship Co. Ltd.*

Port belonging to *Goole*

Residence *Goole, Yorkshire*

By whom built *Shumker I.W.*

Destined Voyage *Antwerp*

Surveyed Afloat *and* in Dry Dock *of the Docks of Chantiers de l'Estuaire*

(State Name of Dock)

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No. *5060*

Port *Full*

REPAIRS, OR EXAMINATION AS PER RULE

Damage repairs.

Cause of Repairs to be clearly stated.

This Vessel sustained damage through collision with the Belgian Tugboat "Hansie" in the river Scheldt while on her last passage from Antwerp to Goole. The Vessel then stranded, was got off; taken back to this port, had her cargo discharged and was placed in a Dry Dock.

On examination found the bow entirely smashed in; Stern; four frames with seven or frames on each side; sixteen plates in starboard and thirteen ditto in port bent, broken. Two deck beams broken, one ditto bent; the foremast bulkhead as also strops and tie plates on beam ends twisted, broken and bent. One hold beam broken, three inner pillars in hold and the main bulkhead in front of boiler room bent. One plate in port side amidships much bulged; butts and seams in bottom showing signs of slight leakage; several sidlights broken; rails on Forecastle; one Abchoke stick; Rat and Fish davits broken; main Windlass damaged; several warps & tarpaulings destroyed.

P.S.O.S.

Present Condition of the

Decks	<i>good</i>	Tree-nails	<i>fixed</i>	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	"	Breasthooks and Stemson	"	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	"	Condition, how ascertained	"
Planksheers	"	Keelsons	"	"	Sails	"
Sheerstrakes	"	Clamps and Shelves	"	"	Anchors No. of	"
Topsides	"	Ceiling	"	"	Cables	<i>sufficient in size & length</i>
Wales	"	Rudder	"	"	Hawsers and Warps	<i>good</i>
Plank (Bottom) and Counter	"	Copper (or Y.M.)	<i>local. For. When put on</i>	<i>new</i>	Standing & Running Rigging	"
Engine Room Skylights	<i>good</i>	Caulking of	"	"		
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Bottom, Deck, & Waterways	<i>good</i>	"		
General Observations, Opinion as to Class, &c.	<i>The necessary repairs of this Vessel have been fully made. She is to the best of my knowledge now in a good & seaworthy condition and worthy to be continued as classed.</i>					

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me,

Special ... £ 6 : 6 : 0 31/12. 1881.

Certificate (if required)

to be sent as per margin... £ : 5 : 0

(Travelling Expenses, if any, £)

Committee's Minute

Tuesday, January, 3rd. 1882.

Character assigned

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



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Lloyd's Register
Foundation

JOHN EDWARD TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

Repairs now done viz. The Stem, the broken frames, with reverse frames; 16 plates in starboards, thirteen in port and one in port bilge replaced by new. The broken beams, bent or damaged Bulkheads, bent pillars, broken Ashpan, stock damaged. Winchlass, broken rials on Forecastle &c repaired; broken stringer and tie plates on beams replaced by new. Limbch boards and part of keeling in fore and aft holds lifted, berms, butts & seams overhauled and made good. The broken ropes, distroyed tarpaulings &c replaced, deck rewalked where necessary; the bottom scraped, repaired, parts repainted and all damage made good. The new Stem is of iron, same size as the old one, the broken frames and plates were replaced with steel material tested as prescribed in the rules.

For Engines & Boilers please see Engineers Surveyors Report.

Antwerp 31st December, 1881.

W. P. G. G. G.