

# REPORT of SURVEY for REPAIRS, &c.

No. *8443* Date of Writing Report *24th June 1890* Port of *Samoa*  
 No. in Reg. Book *889* Survey held at *Samoa* Date, First Survey *9th June* Last Survey *11th June 1890*  
 TONNAGE:— NET *1588* GROSS *2436* UNDER DE. *2267*  
 Built at *P. Glasgow* By whom *Blackwood & Co. Ltd.* When *1875* Nov.  
 Owners *Burns & Co.* Port belonging to *Glasgow*  
 Owners' Address *51 George Square, Glasgow*  
 If Surveyed Afloat or in Dry Dock *Dock* Name of Dock *Kwai-Loon* Destined Voyage *Yokohama*

Length of Poop *100* ft. of Forecastle *100* ft. of Raised Or. Deck *100* ft. Moulded Depth *100* ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *9442* Port *Y. Y.* *VB 97* *INC 10.87* *INC 1.87* *35 N. 3. 10.87* *35 N. 2. 87*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repairs.*

This vessel in a voyage from Nagasaki to Saigon, laden with coal, was on the 10th February at 5.30 P.M. is alleged to have stranded in the Saigon River & got off at 8.30 A.M. on same date.

The least water about the vessel while stranded was twenty one feet & inches, bottom hard gravel.

A duly qualified Government Pilot is reported to have been in charge at the time of the accident.

The straitened arrived here from Saigon in 2<sup>d</sup> district.

On examination in dry dock the vessel having been placed there by my recommendation. I found the paint chafed off along the hull nearly the whole length of ship the plating along flat was without harm in places.

The bottom plating, frames, floors &c. under the stow-chord & boiler is up about 1/2 inches in either side of ship for a length of about

SENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
ways	d	Treenails or Rivets	d	Rudder	d	Masts, Yards, &c.	do
ings	d	Breasthooks & Sternson	d	Windlass & Capstan	d	Condition, how ascertained by pressure	insufficient
Dk. Beams & Fastenings	d	Transoms, Pointers, & Crutches	d	Pumps	d	Sails	2 limits complete good
r Dk. Beams & Fastenings	d	Timbers of Frame at the openings	d	Cement (if Iron Ship)	d	Anchors	No. of 2 1/2 10 2 1/2 10 2 1/2 10
kebeers	d	Ditto ditto at other places	d	Caulking of Bot'm, D'k, & Wat'rways	d	Cables	300 fms. 2 1/2 10 2 1/2 10 2 1/2 10
strakes	d	Keelsons	d	Copper, or Y.M. (State if on felt.)	Paint	Hawsers & Warps	2 1/2 10 2 1/2 10 2 1/2 10
ides	d	Clamps & Shells	d	When put on	June 1890	Standing & Running Rigging	good
ss	d					Hatches	good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in a good

efficient state of repair, fit for the carriage of dry & perishable goods from all parts of the world, & in my opinion merits the favourable consideration of the Committee to be continued in her present 100 A1 character as classed, & to have record of Survey June 1890.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£			
Office Fee (if chargeable) per Scale II., Sec. 27...	£	10/6	3/4	
Survey Fee (per Section 28)	£		6/4	
Special on Damage, Fee (if any) (per Sec. 28)	£			
*Certificate (if required) to be done as per margin	£			
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			
Committee's Minute				
Character assigned				

Deferred -  
 Write L. to Glasgow 2/8/90  
 FRI 1 AUGUST 1890  
 FRI 12 DEC 1890  
 THE 23 DEC 90  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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twenty feet, but none of the rivets, bolts or cranes on this part show any sign of recent damage or strain.

The paint was not rubbed off on this part of the vessel & was in good order, & did not appear to have been in contact with any hard substance under water, since the ship had last been painted.

I have examined the vessel carefully inside in the Machinery & Boiler space, & in other parts of the ship & found the Copper in good condition, adhering firmly to the plating, frames & floors, none of it cracked or broken.

The frames, floors, Keelson, Engine Boiler bracers &c also in good order.

#### Repairs.

The bottom plating, should well coated with paint.

*Chas. A. Turner*

## Report of Survey

No. 8431 Date of

No. in Reg. Book. Survey held at

983 on the Machine

Gross 2436

Net 1588

Registered Horse Power 220

No. of Main Boilers 2

Steam Pressure in Main Boilers 70

in Donkey Boiler -

Last Survey No.

Particulars of Examination

(State clearly the cause of Repairs due to other causes. State

if the Surveyor personally go inside

this was not done, state for what re

and what parts of the Boilers could no

to what special means, in the absence

Surveyor to assure himself of the th

The vessel

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