

REPORT of SURVEY for REPAIRS, &c.

No. 3735 Port of Aberdeen Received in London Office, FRIDAY 10 DEC 1886

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 5 Nov Last Survey 1st Dec 1886

928 on the Bk Star of China Master J Bruce 86-86

TONNAGE:- NET 794 GROSS 794 UNDER DECK 745

Built at Aberdeen By whom Hall When 1862

Owners J Milne & Co Port belonging to Aberdeen

Owner's Address Aberdeen

If Surveyed Afloat or in Dry Dock Afloat Name of Dock Aberdeen Destined Voyage Melbourne

Length of Keel ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Classed 15-yr 10-yr 7-85

Last Survey, No. 450 Port Hong Kong Con Lon 78

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) as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage-

This vessel having met very heavy weather, put into Aberdeen to repair the damage caused by same, she had also a list to port owing to some of her fine sand ballast having been pumped overboard through working its way into the limbers. Now done

The whole of the cargo taken out, the sand ballast removed & replaced by pig iron & stones, the limber boards lifted & the limbers properly cleaned-

The bulwarks on the port side in way of main rigging repaired, the bulwarks on the starboard side just abaft forecastle repaired & one stanchion renewed, one stanchion on starboard side in way of main rigging also repaired-

When the cargo was discharged, the vessel was examined inside & out, a number of sheets of yellow metal taken off on both sides P.T.O from

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	Good	Not Seen		Good		good	
Waterways	Good	Treenails & Rivets	Good	Rudder	where seen	Masts, Yards, &c.	Good
Comings	Good	Breasthooks and Stemson	Good	Windlass & Capstan	Good	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good	Cement (If Iron Ship)	Good	Anchors	No. of 3 B-15-2 K
Planksheers	Good	Ditto ditto at other places	Good	Caulking of Bottom, D'k, & Watrways	Good	Cables	Good where seen
Sheerstrakes	Good	Keelsons	Good	Copper, or Y.M.	Yellow metal on felt.	Hawsers & Warps	Good
Topsides	Good	Clamps & Shelves	Good	(State if on Felt.)	7-85	Standing & Running Rigging	Good
Wales	Good			When put on		Hatches	Good
Engine Room Skylights	Good	Coat Bunkers, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel as far as seen is in good order & eligible in my opinion to remain as classed

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	3	3 0
Special on Damage, Fee (if any) (per Sec. 28)....	£	:	:
*Certificate (if required) to be sent as per margin	£	:	5 0
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Committee's Minute Character assigned TUESDAY 14 DEC 1886

from the light light upwards & the caulking tested & found hard, except at the bow. where the caulking of the forehoods from the 13 ft mark upwards, some butts in way of the forecastle, and the forecastle deck was found. started & slack in places, the foregoing together with all the butts above the metal sheathing have been recaulked & made satisfactory.

The pumps overhauled & examined

The hatches repaired where necessary.

The vessel having been reloaded, the hold was sounded on Wed^d the 1st of December with the following results.

- (1) Water in hold at 10-5 A.M. $19\frac{3}{8}$ inches
- (2) " " " 11-30 A.M. $19\frac{5}{8}$ inches
- (3) " " " 3-0 P.M. $20\frac{1}{4}$ inches.

Pumps set to work at 3-15 P.M.
clearing ship of water down to 8" (at which the pumps suck) in about nine working minutes.

The vessel has now become the property of Messrs J Milne & Co of this city.
Hong Kong Report No 450 returned herewith.

John H Heck.



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