

REPORT of SURVEY for REPAIRS, &c.

Received in London Office

MON 10 AUGUST 1889

No. 4000

Date of Writing Report Aug. 16 1889

Port of Aberdeen

No. in Reg. Book.

Survey held at Aberdeen

Date, First Survey July 10 1889 Last Survey Aug 16 1889

(No. of Visits)

Master E. Hinch

on the Iron Bk "Unicorn"

TONNAGE:—

NET 499

GROSS 519

UNDER DK. 485

Built at Stockton

By whom Richardson Duck & Co. When 1863.

Owners Mrs. W. E. Dixon (now owner) Port belonging to Glasgow

Owner's Address 113 Boulevard Leopold. Antwerp

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock

Name of Dock New dry dock Destined Voyage Middlesboro

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed

*A1. 9.86

Last Survey, No. 0000 Port Hull

S.S. No. 3, 2-7/16 S.S. No. 2, 8+

(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 3 ft. 1 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 Special Survey. No 3.

The vessel placed in the above dry dock and the bottom examined and found in good condition. The holds and peaks cleared and the whole of the timber boards and ceiling removed all fore and aft also the whole of the sparring removed and the vessel chipped outside and inside from keel to gunwale.

Each stroke of plating bored on both sides of the vessel, forward, amidships and aft. There was a great uniformity in the thickness of the plating the ends in each stroke being 5/8" full, and amidships 7/8" with the exception of the garboard strokes which were 10/16" full. (This is somewhat in excess of the First Entry Report but may be accounted for when the vessel was lengthened as probably the midship plating may have been increased.) The plating was also bored in way of the scuttles.

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	(new 2 1/2) Good	Boats	Good
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	aloft.
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	(new)	Sails	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B 1 S 2 K
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	240 fath. 120f new
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"
Wales	"					Hatches	"
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good	Cargo & Main Hatchways	Good

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

The Requirements of the Rules for the S.S. No 3 have now been complied with and the vessel thoroughly overhauled. She is now in good and efficient condition and eligible in our opinion to remain as classed and to be noted S.S. No 3—8, 89, in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 2		
Office Fee (if chargeable) per Scale II., Sec. 27...	£		
Survey Fee (per Section 28)	£ 6		
Special on Damage, Fee (if any) (per Sec. 28)...	£		
Certificate (if required) to be sent as per margin	£	0	
Travelling Expenses (if chargeable)	£	✓	
Second Surveyor's Fee (if any)	£	1	1

Fees applied for,

Aug 9 1889

Received by me,

Aug 9 1889

G. L. H.

G. L. Hindmarsh & Geo. MacBain
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

TUES 20 AUGUST 1889

*A1

No 3-8, 89

Lloyd's Register
Foundation

ABN9-0280

in the cabin aft and in two places under her counter and found to be $\frac{7}{8}$ " bare in each case.

Three bulwark plates renewed and several bulwark stanchions which were found broken have been repaired one new mooring pipe fitted. The centre keelson angle irons in way of the hatchways renewed and fitted with a rider plate also the hold beams at the ends of the main hatchway fitted with new angle irons and a rider plate.

The masts spars and general equipment examined. The main topmast and main gaff found defective have been replaced by new ones of pitch pine.

The mast covers and wedges removed and the plating of the mainmast found wasted to $\frac{3}{8}$ " in thickness this has been efficiently strengthened with doubling plates 10 ft 6 inches long and $\frac{3}{8}$ " in thickness. The foremast found satisfactory. New main lower mast in 1880.

The hood ends and planking of one of the boats badly strained. This boat has been replaced by a new one.

The decks bored in several places and found to be $3\frac{3}{8}$ " in thickness. The windlass overhauled and thoroughly overhauled the bearings lined up and new whelps fitted.

The lower anchor stocks repaired. The chain cables ranged 120 fathoms of which were found badly wasted and in some links $\frac{1}{4}$ " less in thickness than that required by the Rule 120 fathoms of $1\frac{7}{8}$ " have now been supplied.

No of Certificate 18409. Tested at Kithurston Aug 13/89.

Breaking Strain 55½ tons Tensile Strain 37½ tons

Stud link Chain Cable D. G. Lewis. Superintendent

This is above the size required by the Rules the equipment better being "I" equal to $1\frac{1}{8}$ " cable.

The stream chain somewhat corroded but sufficient in thickness. 70 faths of $2\frac{3}{4}$ " steel wire hawser supplied, 20 fathoms of 12" coir for bunding on steel hawser 90 fathoms of $6\frac{1}{2}$ " wire have now been supplied. The whole of the ceiling renewed and the greater portion of the sparring (now fitted with cleats) 2 new pumps fitted. The steering gear overhauled. The Rudder lifted and pintles relubricated and the vessel repainted inside and outside.

The 1st Entry Report is returned herewith.

G. L. Kindmarsh
Geo. H. Mackenzie