

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

MONDAY 26 OCT 1885

No. *3142*  
 Survey held at *Belfast* Date, First Survey *April 10* Last Survey *Oct 24 1884*  
 Reg. Book. *539* on file *S. S. Chilian* (No. of Visits *34*) Master *E. Bannister*  
 TONNAGE *Closed* Built at *Glasgow* By whom *Don. & Glas. Co.* When *1871*  
 NET *1415.14* Owners *Harland & Wolff* Port belonging to *Belfast*  
 GROSS *2154.34* Owners' Address *Belfast*  
 UNDER DK. *2044.21* (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Harmiton* Destined Voyage *New Orleans*  
 Length of Poop *—* ft.: of Forecastle *—* ft.: of Raised Or. Deck *—* ft.: Moulded Depth *25* ft. *9* ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *\*104* Port *Phl*  
 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 salt water *5* ft. *8* ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the date and initials of any letters respecting this case. *May 1885 and telegram Oct 22 85* as painted on Ship. in fresh water *5* ft. *3* ins.

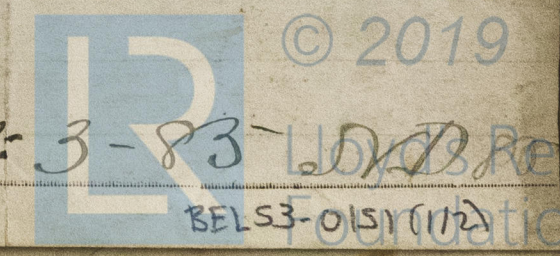
REPAIRS, OR EXAMINATION AS PER RULE *Repairs of Damage through striking a pier and Reclassification - S. S. No 3, and alterations.*  
*Vessel placed in Dry dock, Stem renewed from the 14<sup>th</sup> Water Mark upwards; six plates on the Port side, and five on the Starb. side in way of new piece of stem renewed.*  
*Not on account of damage. - Keel and bottom examined; proper stages made and the hold cleared; all the close ceiling removed throughout the vessel; Coal bunkers cleared, the whole of the frames, stringers, hooks, floor plates, Keelsons, Engine and boiler bearers, ends of beams, water tight bulkheads, rivets and inner surface of plating exposed; all oxidation removed by being cut and beaten off the several parts above named, also from the outside plating, rivets, keel, stem, sternpost and rudder; the plating was then drilled in a few places where thought to be necessary, but in no place was it less than three fourths the original thickness. The Cement was carefully inspected and tested by beating and chipping, and found to be sound and adhering*

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	4 in No	Good	
Waterways	Good	Wrenalis or Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good		
Comings	Good	Breasthooks & Stenson	Good	Windlass & Capstan	Good	Condition, how ascertained	by exam		
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good	Pumps	Good	Sails	Supplem't of Good		
Low'r Dk. Beams & Fastenings	Good	Timbers of frame at the openings	Good	Cement (if Iron Ship)	Good	Anchors	No. of 313. 15. 2K		
Planksheers	Good	ditto at other places	Good	Caulking of Bot'm, Dk. & Wat'rways	Good	Cables	270 fms ranged of Good		
Sheerstrakes	Good	Keelsons	Good	Copper, or Y.M. (State if on Felt)	Good	Hawsers & Warps	part new		
Upsides	Good	Clamps & Shells	Good	When put on	Good	Standing & Running Rigging	Good		
Sides	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good		
Engine Room Skylights	Good					Hatches	Good		

General Observations, Opinion as to Class, &c.: *The requirements of the Rules for Reclassification, and the Special Survey No 3, have been fully complied with, and the vessel thoroughly repaired, she is now in good and efficient condition, and it is in our opinion to be restored to her original class, viz - 100 A 1, and for S. S. No 3 to be recorded in the Register Book.*

Survey Fee (if chargeable) per Scale I., Sec. 27. *£ 12 : 12*  
 See Fee (if chargeable) per Scale II., Sec. 27. *£ 2 : 2*  
 Survey Fee (per Section 28) *£ 2 : 2*  
 Certificate Fee (if any) (per Sec 28) *£ 2 : 2*  
 Certificate (if required). See margin *£ 2 : 2*  
 Travelling Expenses (if chargeable) *£ — : —*  
 Second Surveyor's Fee (if any) *£ — : —*

Committee's Minute *TUESDAY 27 OCT 1885*  
 Character assigned *S. S. No 3-83*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 James Curpin  
 Duncan Ritchie





satisfactorily to the iron.

Masts, spars, and general equipment examined; the cables ranged - 270 fathoms; and the following repairs and alterations carried out, viz. - Wood upper deck, inner stringer plate, and all tie plates removed, upper deck beam angles renewed, nearly all fore and aft; a new steel deck fitted  $\frac{1}{2}$  to  $\frac{1}{2}$ , and  $\frac{1}{2}$  in way of main hatch; the lower deck beams in No. 2 hold removed, and strong beams -  $\text{I} \frac{4 \times 4 \times \frac{1}{2}}{2 \frac{1}{2}}$ , fitted at every 10<sup>th</sup> frame, and a partial bulkhead each side in way of large hatch, from lower turn of bilge to upper deck; the collision bulkhead raised to upper deck; a new bulkhead fitted at the fore end of Boiler space, with deep water ballast tank on the fore side of same up to lower deck beams, having a fore and aft bulkhead in the centre, all thoroughly stiffened, and the tank tested with a head of water to height of main deck - Length of tank 42 feet, and water capacity in tons 365. No. 2 hatch increased in size to 27-9 x 17-6 with Cornings 26 x 16, two deep web plates, one iron and two wood fore and afters; and the upper deck doubled, as well as being increased in thickness, in way of same; a new cargo hatch fitted in way of old boiler space 12-0 x 12-0; new engine and boiler casing fitted 7 feet above deck, and engine skylight refitted on top of same; a new bridge fitted amidships, with saloon and cabin accommodation 43 ft long, having an iron bulkhead at fore end  $\frac{7}{8}$  to 1 thick, well stiffened, and every frame carried up to the sides; a new Centre Keelson side plate fitted, and several lengths of Centre, side, and bilge Keelson angles renewed in way of old boiler space, and beam reverse bars renewed right across the tops of floors in same space; additional reverse bars fitted to tops of floors in new boiler space, and several reverse bars repaired. About one third of the ceiling renewed throughout, new hatches fitted to main hatch, and all other hatches repaired or renewed where necessary; steering gear repaired and new chains fitted; new patent steam windlass fitted, and a new hawser pipe on the port side; the main mast taken out and done away with; the rigging overhauled, and renewed where necessary; sundry minor fittings repaired and made good; two new boats, and the following new hawsers supplied, viz. - 90 fathoms by 12<sup>in</sup>; 90<sup>in</sup> 6 and 90 x 1 $\frac{1}{2}$ .

The first entry report on this vessel was returned in my letter to the Secretary dated 6<sup>th</sup> October 1885.

James Turpin  
Museum Attache



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