

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report April 23rd 1894 When handed in at Local Office April 23rd 1894 Port of Belfast

No. in Survey held at Belfast

Date, First Survey Mar 31st Last Survey April 21st 1894

Reg. Book.

(No. of Visits)

Master G. Yates

105 on the Wood, Iron or Steel S.S. "De Bay"

YEAR. MONTH.

TONNAGE:-

Built at Newcastle

By whom Palmers C^o (Lim)

When 1881 - 5

GROSS 1664

Owners De Bay S.S.C. (Lim)

Port belonging to Belfast

UNDER DK. 1522

Owners' Address

NET 1083

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

Surveyed Afloat or in Dry Dock? Dry Name of Dock Alexandra Destined Voyage Hamburg

WB=DBa tons; f — tons; uE&B — tons; Cell DB 178 2/3 tons; FPT — tons; APT — tons; MT — tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1	✓	+LMC 1.90
6.92		B.S. 7.92
S.S. Lon. N 2.89	✓	

Last Survey, No. 573 Port RL

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's equipment Letter, if any. State also the dates and initials of any letters respecting this case. In April 11th 1894

Society's Freeboard (if assigned) as 3 ft. 5 in. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey N^o 3 (partial) and Rep^r of damage.

Vessel placed in dry dock, proper stages made and the holds and peaks cleared, all close ceiling removed, the rivets, keel, and flat of bottom thoroughly examined; coal bunkers cleared, the whole of the frames, stringers, hooks, floor plates, keelsons, engine and boiler bearers, ends of beams, watertight bulkheads, rivets and inner surface of plating exposed, condition of plating ascertained in way of side lights. All oxidation removed by being cut or beaten off the several parts above named, excepting the fore peak, also from the outside plating, rivets, keel, stem, sternpost, and rudder. The deterioration in thickness of plating was so inappreciable that it was not considered necessary to have any holes drilled. The flat of decks examined, and their fastenings; also the mast spars, and general equipment; the mast wedgings removed, and

SUMMARY OF DAMAGE REPAIRS: — Plates, Fair'd or Repaired; — Frames, ditto. — Plates, Renewed; — Frames, ditto. Other Repairs. As given on other side

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	—	Hatches	To be rep ^d & partly ren ^d
Waterways	—	Timbers of Frame at the openings	—	(State if on Fell.)	—	Boats	4 in R ^e Good
Joamings	—	Ditto ditto at other places	—	When put on, Month	Year	Masts, &c.	—
Up'r Dk. Beams & Fastenings	—	Keelsons	—	Rudder	Good	Condition, how ascertained	aloft
Low'r Dk. Beams & Fastenings	—	Clamps, Shells & Stringers	—	Windlass & Capstan	—	Sails	Sufficient & good
Plating	—	Salting	—	Pumps	To be rep ^d & tested	Equipment letter	—
Blanking	—	(State if examined.)	—	Engine Room Skylights	Good	Anchors, No. of	3 B. 1 S. 2 K.
Rivets	—	Ceiling	—	Coal Bunker, Open'gs, Lids, &c.	—	Cables (state if now ranged)	—
Breasthooks & Stemson	—	Cement or Asphalt	—	Scuppers	—	" length	270 ft. size 1 1/2 to 1 3/4
	—	(State which.)	—	Cargo & Main H'tch'w'ys	—	" Rule length	240 ft. size 1 1/2
	—	Tanks	None tested		—	Hawsers & Warps	Suff ^y & good
	—	(State if now tested.)	—		—	Standing & Running Rigging	—
	—	Caulking of Bot'm, D'k, & Wat'r'w'ys	—		—		—

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

The requirements of the Rules for the S.S. N^o 3 have been complied with, and the vessel so far as specified above is in good and efficient condition, and when the repairs, which have yet to be seen completed, have been favorably reported upon, she will be eligible in our opinion to remain as classed and to have record of survey 4.94 and the notation

Fee (if chargeable) per Scale II., Sec. 27 £

Fees applied for, 24.4. 1894

Survey Fee (per Section 25) £

Received by me, A. L. Jones

Special Damage or Repair Fee (if any) (per Sec. 28.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Is Certificate now required? £

Committee's Minute

Character assigned

Deferred for complⁿ of No. 3

White Ham Rat Ham 27/4/94

TUES. 5 JUN 1894

TUES. 23 NOV 1894

Lloyd's Register Foundation

BEL63-0242 (1/2)

Belfast.

Continuation of Report No. 437, dated April 23rd on the

Screw Steamer 'De Boy'.

The iron work in fore peak scaled and again examined.

A letter has been addressed to the Owners advising them as to the above further requirements, and one also to the Surveyor at Hamburg, where the survey is to be completed.

James Scarpin
A. L. Jones

Note.- The portion of C.D.B. that has been entirely cut off is 34 feet long, and the capacity 76 tons.

the masts carefully tested by hammering and found very good.

The whole of the ceiling removed from the inner bottom, and the tanks tested by a head of water to the height of load water line.

The chain cables ranged for inspection; and the steering gear and connections examined.

All pumps, sluice valves, and watertight doors examined, and the pumps and watertight doors found inefficient and unsatisfactory, these however were under repair, but the vessel left before being completed.

The cement was carefully inspected and tested by beating, and found sound and adhering satisfactorily to the iron.

Repairs of damage.- Stoke hole ventilators partly renewed, freeing ports, railings, and deck pipes repaired, one boat repaired, steering chains made good and efficient, sails repaired, and two 90 fms $5\frac{1}{2}$ hawsers supplied.

Repairs due to wear and tear.- The inner bottom plating immediately under the boilers has been cut away, and compensation keelsons fitted; and floors in way of same doubled, in accordance with the sketch approved for Sec^r's letter dated the 11th inst.; doubling pieces have been fitted to six reverse bars found broken at the bilge each side; a few rivets renewed in the inner bottom plating of No 1 and 2 divisions of C.D.B.; new air and sounding pipes fitted throughout; the whole of the ceiling on top of inner bottom renewed in each hold with 3" spruce; a number of hold and tween deck pillars taken out, straightened, and refitted; the coal bunker plating partly renewed on both sides; the windlass overhauled and repaired; the rudder lifted and all pintles rebushed, and the vessel recoated inside and outside.

The yards have all been taken ashore and dispensed with.

In order to complete the S.S. No 3, the following repairs have to be completed and reported upon.-

1st The hatch covers of all hatchways on both decks partly renewed and made good.

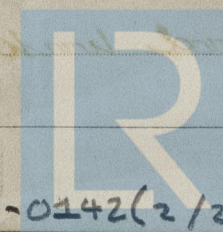
2nd The iron casings at sides of saddle back bunker hatch, and the coamings and ties on main deck, at lower part of same, partly renewed.

3rd All deck pumps and watertight doors put in good working order and tested.

Carried on.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



© 2019

Lloyd's Register Foundation

BE63-0142(2/2)

BE63-0144