

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Mar 24 1895* When handed in at Local Office *Mar 20 1895* Port of *Belfast*
No. in Survey held at *Belfast* Date, First Survey *Jan 29th* Last Survey *Mar. 28th 1895*
Reg. Book *440* on the *Wood, Iron or Steel* *S.S. Evleen* Master *A. Brines*
TONNAGE:- Built at *Belfast* By whom *Workman Clark & Co* When *1891*
GROSS *429* Owners *J. Milligen* Port belonging to *Belfast*
UNDER DK. *251* Owners' Address
NET *160* (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Clarendon* Destined Voyage *Coasting*

W.B=DBa tons; f tons; uE&B tons; CellDB tons;
FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.D., if any).
<i>+ 100 A 1</i> <i>2.94</i>		<i>+ LMC</i> <i>2.91</i>

Last Survey, No. *4339* Port *Bel*

(Periodical Surveys, when held, must be reported in detail and serialim 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. *Mar 25 1895*

Society's Freeboard (if assigned) as painted on Ship and now verified *10¹/₂*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repairs of Damage; Special Survey No 1; and improved facilities to enable the crew to get to their berths.*

Repairs of damage sustained through striking the Albert Quay in this port on the 26 Jan^{ry} 95.

Vessel examined in Dry dock. On the Starb^d side found the following plates more or less indented. — The 1st in strake below sheer, the 2nd in sheer strake, the 2nd and 3rd in the lower strake of Forecastle side plating, and the 2nd plate in the upper strake; 3 frames bent in way of same; hand rail and stanchions on Forecastle bent and started, the spring pipe started and two side lights broken, also found the two foremost lengths of wood rubber badly damaged.

On the Port side — the following plates were found indented. — the 1st in strake below sheer, the 1st and 2nd in the second strake below sheer, and the 1st and 2nd in the sheer strake; 2 frames

SUMMARY OF DAMAGE REPAIRS: — *10* Plates, Fair'd or Repaired; *13* Frames, ditto. — Plates, Renewed; — Frames, ditto. Other Repairs. *As enumerated.*

PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. (State if on Felt.)	Hatches <i>Good</i>
Waterways <i>—</i>	Timbers of Frame at the openings <i>—</i>	When put on, Month <i>—</i> Year <i>—</i>	Boats <i>2 in N^o —</i>
Coamings <i>—</i>	Ditto ditto at other places <i>—</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>—</i>
Up'r Dk. Beams & Fastenings <i>—</i>	Keelsons <i>—</i>	Windlass & Capstan <i>—</i>	Condition, how ascertained <i>from Dk</i>
Low'r Dk. Beams & Fastenings <i>—</i>	Clamps, Shelves & Stringers <i>—</i>	Pumps <i>—</i>	Sails <i>sufficient</i>
Plating <i>—</i>	Salting (State if examined.) <i>—</i>	Engine Room Skylights <i>—</i>	Equipment letter <i>—</i>
Planking <i>—</i>	Ceiling <i>—</i>	Coal Bunker, Open'gs, Lids, &c. <i>—</i>	Anchors, No. of <i>BB 15, 2K</i>
Greenish or Rivets <i>—</i>	Cement or Grout (State which.) <i>—</i>	Scuppers <i>—</i>	Cables (State if now ranged) <i>not ranged</i>
Breasthooks & Stemson <i>—</i>	Tanks <i>was tested</i>	Cargo & Main H'tch'wys <i>—</i>	„ length — size —
	Caulking of Bot'm, D'k, & Wat'r'wys <i>—</i>		„ Rule length — size —
			Hawsers & Warps <i>suff^t</i>
			Standing & Running Rigg'g <i>—</i>

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 Special Survey No 1 have been fully complied with, and the vessel is now in good and efficient condition and eligible, in my opinion, to remain as classed and to have record of Survey 3.95 and the notation. —

Office Fee (if chargeable) per Scale II., Sec. 27 *£* : : Fees applied for, *26.3.18.95*
Survey Fee (per Section 25) *£* *3 : 10 : 4*
Special Damage or Repair Fee (if any) (per Sec. 25.) *£* *3 : 3 : 4*
Travelling Expenses (if chargeable) *£* : :
Second Surveyor's Fee (if any) *£* : :
*Is Certificate now required? *No*

Received by me, *24/4/95*

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

TUES 2 APR 1895



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Lloyd's Register Foundation

BEL64-0238(1/2)

badly and 3 slightly bent; one side light broken, the hand railing and stanchions on forecastle bent, and the breakwater broken. A number of rivets in the stem found started, and the stem slightly bent.

Damage stated to have been sustained through striking the pier at Ardrossan during a heavy gale.

Two Quarter, or Counter, plates on the Port side badly bent above the main deck, 2 Counter frames and the main rail bent.

Repairs of damage to bow.—The whole of the plates enumerated above taken off, faired, and refitted and the frames faired in place, compensating rev. bars fitted to alternate frames extending to forecastle deck on Port side, doubling pieces fitted to the two badly bent frames on Port side; the forecastle hand railing and stanchions faired and refastened were required, a large number of rivets removed from the stem from below the light water mark upwards, the stem faired in place and reriveted; two lengths of wood rubber fitted on Port side, a new breakwater fitted on Port side of forecastle; spring pipe refastened, 3 new side lights fitted, and sundry minor damages to forecastle fittings made good.

The fore peak retested, and cement in same renewed where disturbed.

Repairs of damage to stern.—Two Counter plates taken off, faired, and refitted, and the two bent counter frames and rail faired in place.

V.S. No. 1.—The bottom and rudder examined in dry dock, proper stages made and holds and peaks cleared. The whole of the close ceiling removed from the inner bottom and the timbers and two strakes of ceiling removed throughout the remaining portion of vessel; the cement in 10 spaces on Port side of fore hold at after end found broken, the rest of the cement was carefully tested, and found sound and adhering satisfactorily to the steel.

The coal bunkers cleared for examination and ceiling removed as in the holds.

The masts spars and general equipment examined.

Repairs due to wear and tear.—The windlass unshipped and repaired, the steering gear overhauled and repaired, one length of steering chain renewed each side, new pins fitted to all sheaves and shackles; all oxidation removed in the bunkers each side, and the steel work recoated,

of Belfast

Continuation of Report No. 4480 dated Mar. 28th 95 on the

Steel S. S. "Evelyn".

The cement renewed where broken in the fore hold, the inner bottom cleaned and recoated, and the ceiling repaired in places. The whole of the tanks tested as required by the Rules.

All pumps, sluice valves, and watertight doors tested, and found in efficient working order.

The bottom recoated and sundry minor defects made good.

Improved facilities to enable the crew to get to their berths.

A platform has been fitted over the winch, and the air hand lines extended to the forecastle companion, with a rail on side of same, as per enclosed plan, and in compliance with the Secretary's letters dated as above.

James Currier