

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Jan 24 1896* When handed in at Local Office *Jan 23 1896* Port of *Belfast*
 No. in Survey held at *Belfast* Date, First Survey *Nov 12 95* Last Survey *Jan 23 1896*
 Reg. Book. on the *Wood, Iron or Steel* *PK "Galgorm Castle"* (No. of Visits) *20* Master *J. R. Bryant*
 TONNAGE:— Built at *Belfast* By whom Workman *Clark & Co. Ltd* When *1892* MONTH *2*
 GROSS *1596* Owners *Northern Shipowners Co. Ltd* Port belonging to *Belfast*
 NET *1504* Owners Address
 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Alexandria* Destined Voyage *Cape of Good Hope via Suez*
 WB=Cell D Bor DBa tons; uE&B tons; f tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *5786* Port *Low*

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. *11.20 July 95, 20 Nov 95.*

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys. Machinery and Boiler Survey (including date of N.B., if any).

+ 100 A 1
7.94

Society's Freeboard (if assigned) as painted on Ship and now verified *4 ft. 9 ins.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repairs of damage, and S. P. No 1.*

The topmasts of this vessel had to be cut away during stress of weather in the S. Pacific on the 24th Oct. 94; she was then taken to the Falkland Islands, where she was temporarily repaired and jury rigged and brought to Belfast for permanent repairs.

The fore & main masts were found broken and partly cut off about 8 ft above L. topsail yards; the fore & main L. topsail yards, and all masts and yards above these, replaced with those of a jury and temporary nature. The pole of main mast broken off close above the hoop at head of mast and the hoop drawn down; the shing eyes on both lower yards bent, and the jack stay eyes and ends broken and bent; the windlass badly damaged; one life boat, one gig, and the chocks & fittings of same gone from the S. side, the after davit broken & the fore davit bent; the heels of 14 bulwark stanchions between forecabin and

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items.
Renewed	2	—	—	—	—	New 71 m. topmasts, top 8 masts & all yards excepting lower yards.
Faired or Repaired ...	—	—	—	—	—	—

PRESENT CONDITION OF THE	Condition of Frame at the openings	Rudder	Hatches
Decks <i>Good</i>	<i>Good</i> ditto at other places <i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>Good</i>	Keelsons <i>Good</i>	Windlass & Capstan <i>Good</i>	Boats <i>Good</i>
Coamings <i>Good</i>	Clamps, Shells & Stringers <i>Good</i>	Pumps <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Salting (State if examined.) <i>Good</i>	Sluice Valves <i>Good</i>	Condition, how ascertained <i>On the ground</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Ceiling <i>Good</i>	Watertight Doors <i>Good</i>	Sails <i>Good</i>
Plating <i>Good</i>	Cement or Asphalt <i>Cement</i> <i>Good</i>	Dblg. Plates under Sounding Pipes <i>Good</i>	Equipment letter <i>2</i>
Planking <i>Good</i>	Tanks (State if now tested.) <i>Good</i>	Engine Room Skylights <i>Good</i>	Anchors, No. of <i>313. 15. 2K</i>
Breasthooks & Stems <i>Good</i>	Caulking of Bot'm, Dk. & Wat'rw'ys <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	Cables (State if now ranged) <i>Good</i>
Transoms, Pointers, & Crutches <i>Good</i>	Copper, or Y.M. (State if on felt.) <i>Good</i>	Scuppers <i>Good</i>	Rule length <i>Good</i>
	When put on, Month <i>Good</i> Year <i>Good</i>	Cargo & Main H'tch'w'ys <i>Good</i>	Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>Good</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."

This vessel is now in good and efficient condition; the requirements of the Rules for the Special Survey have been fully complied with, and she is eligible, in my opinion, to remain as classed, and to have record of Survey 1. 96, and the notation of S. P. Del. No 1-96

Office Fee (if chargeable) per Scale II., Sec. 27 £
 Survey Fee (per Section 28) £ 4 10 : :
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ 8 0 : :
 Travelling Expenses (if chargeable) Less 10% £ 12 10 : :
 Second Surveyor's Fee (if any) £ 11 12 : :
 Committee's Minute
 Character assigned

Fees applied for,

25. 1. 1896

Received by me,

James Curpin

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



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BCL 65-195 (1/17)

poop on S^d side, started and the cement in gutter waterway in way of same cracked; 2 freeing ports gone & the rest damaged the steering gear strained, halyard & runnicle broken and sundry minor fittings damaged. one heliwart plate abaft forecastle on S^d side bent, and one plate in C stroke on Port side under the Mizzen Mast bent.

Repairs.—The vessel entirely dismantled, the 3 masts taken out; Fore & Main masts cut off 14' 9" above the hounds, and new cheeks, trestle trees, tops and caps fitted to same, and the heads doubled in way of caps. New steel Fore & Main topmasts and Lower & Upper Topsail yards made & fitted in accordance with the accompanying approved plan.—Topmasts 52 ft² extreme, heels $18\frac{1}{2} \times \frac{5}{20}$, hounds $16\frac{1}{2} \times \frac{5}{20}$ heads $14 \times \frac{5}{20}$; 2 plates in the round, seams single and butts treble riveted, and doubled as per plan.

Lower topsail yards 74 cleated, Slings $18 \times \frac{5}{20}$, 1st 7th $17\frac{1}{2} \times \frac{5}{20}$, 2nd $16\frac{1}{2} \times \frac{5}{20}$, 3rd $13\frac{1}{2} \times \frac{5}{20}$ & ends $9 \times \frac{3}{16}$. Upper topsail yards 66 cleated, Slings $16 \times \frac{5}{20}$, 1st 2nd $15\frac{5}{8} \times \frac{5}{20}$, 2nd 7th $14\frac{3}{8} \times \frac{5}{20}$, 3rd 7th $12 \times \frac{5}{20}$ & ends $8 \times \frac{3}{16}$; 2 plates in the round, seams single and butts treble riveted, and doubled at Slings.

New Fore & Main Topgallant masts & yards, and Royal yards fitted of P. pine; new rigging screws fitted to Fore & Main Top 9th & Royal back stays and the rest overhauled & put in good order, part of the standing, and the whole of the running rigging replaced with new, nearly all new blocks fitted, and one complete suit of new sails supplied. New pole fitted to Mizzen Mast, and the hoop at Mizzen Mast head set in position & refastened; all fittings to Fore & Main lower yards repaired & made good. Cement cleared away from gutter waterways on S^d side and the waterways tested by flooding, the rivets renewed in heels of heliwart stanchions where required & the waterways recemented; the windlass partly renewed & made efficient, a new life boat and a new gig, chocks & fittings supplied, one davit welded and one painted, the halyard & runnicle repaired, steering gear overhauled & repaired & the rudder lifted; one heliwart plate fayed in place, one plate in C stroke on S^d side under Mizzen Mast fayed in place and a doubling plate fitted on inside of same from frame to frame; the vessel thoroughly cleaned and coated all over outside, and sundry minor damages to deck fittings made good.

To complete the requirements of the Rules for the S.S. No 1.—The holds and peaks cleared, the lumber boards and ceiling in hatches, equal to 3 strakes removed fore & aft each side, one of which taken from the bilges, the cement carefully,

MON. JAN 27 1896

Belfast

Continuation of Report No. 14565. dated Jan²⁵. 96 on the

BR. "Galgorm Castle"

inspected and tested by beating, and found sound and adhering satisfactory to the steel.

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

James Curpin

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

BEL 65-105 (2/7)



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