

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report May 23 1898 When handed in at Local Office May 25 1898

Port of

No. in  
Reg. Book.

Survey held at

Date, First Survey

Last Survey

1898

on the Wood, Iron or Steel

(No. of Visits

Master

YEAR.

MONTH.

TONNAGE:—

Built at

By whom

When

1865.

GROSS

Owners

Port belonging to

UNDER DEK

Owners' Address

NET

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

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

WB=CellDBorDBa

feet; uE&amp;B

feet; f

feet; f

total capacity

tons. FHT

tons; APT

tons; MT

feet

tons.

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

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, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 1383 Port Off Hongkong.

(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.)

CHARACTER.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
100A 1		
7.96		
S.S. Caffrey 2.93		
55 No 3-1.85		

Society's Freeboard (if assigned) as painted on Ship and now verified 11 ft. 7 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Second Special Survey No 3

In connection with this case see Survey No 1 of 16 April 1898 accompanying First Entry Report which is now returned.

2nd Special Survey No 3 outside surface of plating scaled and all examined by hammering. Bottom Plating & middle examined. Fore Peak cleaned and the whole of the iron work in same scaled and examined throughout. Steel plates in the collision bulkhead overhauled. During in Newcastle removed and the frames and shell plating scaled and examined. The whole of the ceiling, Hatch covers, Close ceiling, spars, ceiling in the hold, unroofed on each side all fore and aft, also in Spar ceiling, in the Tween decks, all oxidation removed from the floors. Trunks, Stoppers, frames, reserve frames inside surface of the plating.

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..									
Faired or Repaired ...									
PRESENT CONDITION OF THE		Timbers of Frame at the openings				Rudder	Hatches		
Plates	Good	Ditto ditto at other places				Windlass & Capstan	Boats		
Keelsons	—	Keelsons				Have Pumps now been examined and found efficient?	Masts, Yards, &c.		
Stringers	—	Stringers, Clamps & Shelves				Have Sluice Valves now been examined and found efficient?	Condition, how ascertained		
For Dk. Beams & Fastenings	—	Salting (State if examined.)				Have Watertight Doors now been examined and found efficient?	(State if wedges removed &c.)		
For Dk. Beams & Fastenings	—	Ceiling					Sails		
Decking	—	Cement or Asphalt (State which.)					Equipment letter		
Decking	—	Tanks (State if now tested.)					Anchors, No. of		
Nails or Treennails	—	Caulking of Bot'm, D'k, & Wat'rw'ys					Cables (State if now ranged)		
Roosthooks & Stimson	—	Copper, or Y.M. (State if on Felt.)					" length (on board)		
Ransoms, Pointers, & Crutches	—	When put on, Month					" Rule length (per Table 22)		
		Year					Hawsers & Warps		
							Standing & Running Rigging		

General Observations, Opinion as to Class, Recommendation, &amp;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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptnd 97, &c."

This vessel is now in a good and efficient condition and reliable for service. It remains as classed by S. for A 1 and to be renewed as such with notation of Second No 3 Special from the 5-98

Office Fee (if chargeable per Scale II., Sec. 27)	2	Fees applied for,	
Survey Fee (per Section 28)	4 0 0	Received by me,	
Special Damage or Repair Fee (if any) (per Sec. 28.)	2		
Travelling Expenses (if chargeable)	4 6		
Second Surveyor's Fee (if any)	1 1 0		
Committee's Minute	10 8 5 6		
Character assigned	100A 1		

FRI. 10 JUN 1898

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

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Lloyd's Register Foundation



TUES. 24 MAY 1898

No 2

Port of *Appldore*

Continuation of Report No. 2625 dated

on the

*B<sup>th</sup> Survey*

And the whole of these joints of the vessel ~~examined~~  
thoroughly, shell plating above the cement drilled in  
three vertical line on each side one forward, one  
amidships, and one aft, also in several other places where  
the plating was observed from the outside to be somewhat  
dented, The results of these drilling are shown on the sketch  
accompanying this report.

*Top & Lap joints*, done in these compartments ~~examined~~  
And all iron work scaled and examined  
Main Masts ~~examined~~ and the Mast of Gars examined  
The Bowsprit is stated to have been renewed about  
three years since and is in good condition except the ~~removal~~  
of the Wedges was not insisted upon.

Rigging examined, Chain Cable coiled and examined  
Anchors. Both Sail and other portion of the equipment ~~examined~~  
Pumps overhauled and refitted, Windlass, winch and it ~~was~~  
being stopped for examination.

Except in the Forecastle the vessel has no side light port  
through the shell plating  
Deck board and found to be from 3 <sup>5</sup>/<sub>8</sub> to 4 thick  
and in good condition.

### Result of Examination

#### In Fore Deck

The Plating frames were found to be generally in  
satisfactory condition the only appreciable deterioration  
being in the <sup>aft</sup> flanges of the reverse frames which in  
some cases were reduced in thickness but measured  
not less than 6, one breastwork plate found broken  
The vessel probably at some previous <sup>time</sup> being in collision.

#### In the Forecastle

Upon removal of the bents and lining and after  
scaling, the side plating was found to be worn thin, and  
upon sounding the same the head of the hammer  
penetrated in a number of places.

#### Between Decks

The plating, frame reverse frames were found  
to be in a very satisfactory state of preservation  
Held

The shell plating throughout found satisfactory as will  
be observed by the results of the drilling which showed  
the thickness generally to be from 8 to 16 except in a few  
locally dented places where it measured 16



TUES. 24 MAY 1893

Port of *Applere*Continuation of Report No. *225* dated

on the

*Bk Rydree*

Floors, frame, Bulwarks, Bulk & Side Stanchions in satisfactory condition the only indication of deterioration being in the main body below the side stanchions where the flanges of the reverse frame upper lining sealed were found to be somewhat reduced in thickness but not to such an extent as to necessitate their being dealt with. The heads of a number of wires connecting the frame & the reverse frame below the hold stanchions and some few of the wires through the frame & shell plating were found to be broken off through the effect of oxidation.

*Repairs from Near & Sea*

The hull painted from the keel to the load line with Red Lead & Zinc White and fine White & Pallor being 3 coats and Red Paint to the covering board the inside crests in the flat of the bottom with Cement and above with Red Lead Paint. Cement in bottom <sup>of port and</sup> made good where found defective. ~~30~~ <sup>30</sup> rivets in the frame & reverse frame and shell plating renewed where found defective.

Iron Stanchion under the main Hatch refitted where foot found broken.

Fore Peak. Patch Plate renewed and breasthook renewed with 2 Heavy Hooks across bow and bolted to the frames of ship. Since taken overhauled and cleaned.

Head Pump examined cleaned and repaired.

*F. G. Newcastle*

All the Bunk removed. Frame & Shell Plating & angle iron cleaned & plates on each side renewed. Horse Pipe and Flanges, Hand Pipe removed and replaced as required. Nuts renewed in frame stanchions angle iron & as required. Side Light refitted in shell plating and Bunk replaced. Bow Chock on F. G. Newcastle removed and replaced by bilge plate. Stern Plating.

The Plating under the original covering found thin in places and has now been doubled with 3 plates welded to the frame & plates, Nuts in Plating on the Stern & Launches found started renewed with straps on the inside & outside frame. Wood deck renewed where found defective and deck caulked.



TUES. 24 MAY 1893

Port of *Alfredne*Continuation of Report No. *2625* dated

on the

*Boat Sundice*

Middle running Pintles bushed and a few new wire  
 as required Steaming gear overhauled and replaced  
 Alteration of rig from a Ship to Barque

all the Mizen sails sent down and condemned  
 New Sparker Boom & Gaff and all new gear to same  
 including Sails running gear & new Mizen & Mast Stay  
 Affixing New Pin to Fore & Main deadeye where found worn  
 Pumps cleaned and overhauled and new plate on the bottom  
 of sounding pipe & new Plug in the bottom for letting off bilge water  
 Pins & Sheaves in Main & Fore arms renewed  
 also Bands on the Main upper & lower Fore arm renewed  
 New Running Gear wire in all 15m of Manilla of various  
 sizes sent on board

Wants

50 Fathoms of 1" Wire Low Line

50 do of 10" Manilla

*J. L. Rule**G. Westcott*

B1977-0190(4/4)