

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office 10th OCT. 82)

No. 4172

No. in Survey held at Reg. Book.

Bristol

Date, first Survey 7/1/82

Last Survey 20 September 1882

T 258 on the Saw Sr. Geelong late Thomas Powell

(No. of Visits 40)

Master J. P. O'Callaghan

TONNAGE under Tonnage Deck 400.69

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St mer, cut on Bm.

Built at

Bristol

When built

1856

Owners

M Howard Smith & Sons

Port belonging to

Melbourne

Residence

8 Great Winchester Street. London E.C.

By whom built

Stothart.

Destined Voyage

Melbourne

If Surveyed Afloat or in Dry Dock

Stotharts Dry Dock

(State Name of Dock)

Length of Poop

ft.

Ditto, Forecastle

20

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

17388

Port

Lyon

Classed

A1 Omitted

REPAIRS, OR EXAMINATION AS PER RULE

for S.S. No 3

S.S. No 3. 64

5. 76

S.S. Nos No 2. 76

Cause of Repairs to be clearly stated.

Vessel placed in dry dock - with hold clear. Proper stages made on the inside and the outside. All the close ceiling removed. The deck plank wood waterways and bulwarks removed. The iron work every where clipped free from oxidation - both on the inside and the outside. The thicknesses of the side and bottom plating ascertained by drilling the same at five equidistant sections. The cement removed at these sections in order to measure the thickness of the plating. All machinery and boiler removed. Chain cables ran on dock side - Windlass stripped and unhung.

Repairs now done. 14 floors doubled for a length of 4 feet on each side of the middle line - 20 pairs of double reverse angle iron fitted at tops of floors in machinery space - angles 4" x 3" x 1/2". 30 feet of keelson renewed, the new plates, angle bars and rider plates being to their proper shifts. A length of each of the bilge struts angle iron renewed on the port

Present Condition of the

Deck

new

Freonails Rivets

Good

Windlass and Capstan

P.T.O. Good

Waterways

"

Breasthooks and Stenson

"

Pumps

"

Comings

"

Transoms, Pointers, and Crutches

"

Boats 3 in No

"

Upper Deck Beams & Fastenings

Good

Timbers of the Frame at the openings

"

Masts, Yards, &c.

"

Lower Deck Beams & Fastenings

"

Keelsons

"

Condition, how ascertained

new

Planksheers

"

Clamps and Shelves

"

Sails a suit complete - new

Sheerstrakes

"

Ceiling

new

Anchors No. of 3 B. 15. 2 K

Topsides

"

Rudder

Good

Cables 195 fms. Good

Wales

"

Copper (on X) Cement When put on part new

Hawsers and Warps Sufficient - (new)

Plank (Bottom) and Counter

"

Caulking of

Good

Standing & Running Rigging

"

Engine Room Skylights

new

Coal Bunker, Openings, Lids, &c. Good

Scuppers

Cargo and Main Hatchways

Good

Hatches

General Observations, Opinion as to Class, &c.

She is now in a good and efficient condition and the Rules for S.S. No 3 having been complied with she is eligible in our opinion to be classed 90A.1 in accordance with the Secretary's letter of the 14th January 1882. and to be noted S.S. Nos. No 3. 82 in the Register Book.

The Amount of Entry Fee ... £ 1 : 0 :

Special ... £ 15 : 15 :

received by me,

J. Y.

Certificate (if required)

to be sent as per margin... £ : 5 :

(Travelling Expenses, if any, £ 2. 17. 10)

Committee's Minute

Friday, 13th October, 1882.

Character assigned

90A

S.S. No 3. 82

ROBT. EDM. TAYLOR & SON, Commercial Steam Printers,

25, Abchurch Lane, London, E.C. 4.

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

This vessel has been surveyed under S.S. No 3 and the Secretary's letter of the 14th January 1882 with a view of obtaining the 90A.1 class and it is submitted that having now been repaired & favorably reported upon she merits the favorable consideration of the Committee to be classed 90A.1 as recommended and to be marked in the Register Book "S.S. No 3-82" 14/1/82

(Insert Character precisely as in Register Book.)

Diameter of tubes $3\frac{1}{2}$ " pitch of tubes $4\frac{3}{4} \times 4\frac{3}{4}$ " thickness of tube plates, front $11/16$ " back $11/16$ "
 How stayed stay tubes pitch of stays $14\frac{1}{2} \times 14\frac{1}{2}$ " width of water spaces
 Diameter of Superheater or Steam chest length
 Thickness of plates description of longitudinal joint diameter of rivet holes pitch of rivets
 Working pressure of shell by rules Diameter of flue thickness of plates
 If stiffened with rings distance between rings Working pressure by rules
 End plates of superheater, or steam chest; thickness How stayed
 Superheater or steam chest; how connected to boiler

DONKEY BOILER—

Description *Vertical cylindrical.*
 Made at *Gateshead* By whom made *Carr, Chapman & Gurney* when made *1882.*
 Where fixed *Storehouse* working pressure *70 lb per sq inch* Tested by hydraulic pressure to *140 lb per sq inch* No. of Certificate *27*
 Fire grate area *12^{sq}* Description of safety valves *Spring valves* No. of safety valves *One* area of each *7.67^{sq}*
 If fitted with easing gear *Yes* If steam from main boilers can enter the donkey boiler *No.*
 Diameter of donkey boiler *4^{ft} 9ⁱⁿ* length *10^{ft} 6ⁱⁿ* description of riveting *double riv.*
 thickness of shell plates *7/16ⁱⁿ* diameter of rivet holes *3/4ⁱⁿ* whether punched or drilled *punched*
 pitch of rivets *3ⁱⁿ* lap of plating *3ⁱⁿ* per centage of strength of joint *68.*
 thickness of crown plates *1/2ⁱⁿ* stayed by *four vertical stays.*
 Diameter of furnace, top *3^{ft} 5ⁱⁿ 4ⁱⁿ* bottom *4^{ft} 1ⁱⁿ* length of furnace *5^{ft} 8ⁱⁿ*
 thickness of plates *1/2ⁱⁿ* description of joint *single riveted lap joint.*
 thickness of furnace crown plates *1/2ⁱⁿ* stayed by *four vertical stays.*
 Working pressure of shell by rules *78* working pressure of furnace by rules *112^{lb}*
 diameter of uptake *12ⁱⁿ* thickness of plates *3/8ⁱⁿ* thickness of water tubes *3/8ⁱⁿ*

The foregoing is a correct description,

C. R. Stothard Manufacturer.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The material and workmanship of this vessel's Engines and Boilers are good. Engines and boiler have been constructed under special survey. The Steelplates of the main boiler have been tested at the steelworks by one of the Society's Surveyors. The spring safety valves of main boiler and donkey boiler have been tested under steam, and the accumulation of steam under full firing for 15 minutes was found not to exceed 3 percent of working pressure. The Engines worked well, indicating a good vacuum.

We are of opinion that the Machinery is entitled to the Notification *Lloyd's M. C. 10. 82* in the Registerbook.

*Submitted This has been
 noted. is entered in Lloyd's M. C. 10. 82 - also
 J. N. E. B.
 R. H. Skell & George Stoddall
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.*

The amount of Entry Fee *£2* : - : received by me, *Y.*
 Special *£14* : *17* : *7/10/82*
 Certificate (if required) .. £ : *Gratis* *18*
 To be sent as per margin.
 (Travelling Expenses, if any, £ *3. 8/9.*)
 Committee's Minute

Friday, 13th October 1882

+ L. M. B. 10. 82