

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office 10th OCT. 82)

4172

No. 4172

No. in Survey held at Bristol Date, first Survey 7/1/82 Last Survey 20 September 1882

Reg. Book. 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. 24.13  
 Ditto of Houses on Deck 2.24  
 Ditto of Forecasts  
 Gross Tonnage 431.06  
 Crew Space, as per Rule 14.43  
 Register Tonnage, cut on Beam  
 Engine Room 147.89  
 Reg. Tons as S<sup>r</sup>mer, cut on Bm. 238.83

Built at Bristol When built 1856  
 Owners M. Howard Smith Junr 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 Lion Classed A1 Omitted  
 REPAIRS, OR EXAMINATION AS PER RULE for S.S. No 3 S.S. No 3. 64 5.76  
 Cause of Repairs to be clearly stated. S.S. Nos No 2. 76

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 everywhere 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 raised 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 9/16. 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 strikers angle iron renewed on the port

Present Condition of the	Deck	Freecoils	Rivets	Keelsons	Windlass and Capstan
	<u>new</u>	<u>Keelson</u>	<u>Good</u>	<u>Good</u>	<u>P.I.O. Good</u>
		Breasthooks and Stenson	"	"	Pumps
		Transoms, Pointers, and Crutches	"	"	Boats <u>3 in No</u>
		Timbers of the Frame at the openings	"	"	Masts, Yards, &c.
	<u>Good</u>	Ditto Ditto at other places	"	"	Condition, how ascertained <u>new</u>
		Keelsons	"	"	Sails <u>a suit complete - new</u>
		Clamps and Shelves	"	"	Anchors No. of <u>3 B. 15. 2 K</u>
		Ceiling	<u>new</u>	"	Cables <u>195 fms. - Good</u>
		Rudder	<u>Good</u>	"	Hawsers and Warps <u>Supplanted - (new)</u>
		Copper (on Y. & B.)	<u>Cement</u> When put on <u>port new</u>	"	Standing & Running Rigging
		Caulking of	"	"	
		Bottom, Deck, & Waterways	<u>Good</u>	"	
	<u>new</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	Cargo and Main Hatchways <u>Good</u> 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 14<sup>th</sup> January 1882. and to be noted S.S. Nos. No 3. 82 in the Register Book.

The Amount of Entry Fee ... £ 1 : 0 : received by me, J. P.  
 Special ... £ 15 : 15 : 7/10/1882  
 Certificate (if required) to be sent as per margin... £ : 5 :  
 (Travelling Expenses, if any, £ 2.17.10)  
 Committee's Minute  
 Character assigned 90A  
S.S. No 3. 82  
 ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 10, Old Bailey, London.  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 This vessel has been surveyed under S.S. No 3 and the Secy's letter 17<sup>th</sup> June 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" 11/10/82

Insert Character precisely as in Register Book.

Diameter of tubes  $3\frac{1}{2}$ " pitch of tubes  $4\frac{3}{4}$ " x  $4\frac{3}{4}$ " thickness of tube plates, front  $11/16$ " back  $11/16$ "  
 How stayed stay tubes pitch of stays  $14\frac{1}{2}$ " x  $14\frac{1}{2}$ " 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, Wapner & 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<sup>sq</sup>* Description of safety valves *Spring valves* No. of safety valves *One* area of each *7.67<sup>sq</sup>*  
 If fitted with easing gear *Yes* If steam from main boilers can enter the donkey boiler *No.*  
 Diameter of donkey boiler *4<sup>ft</sup> 9<sup>in</sup>* length *10<sup>ft</sup> 6<sup>in</sup>* description of riveting *double riv.*  
 thickness of shell plates *7/16<sup>in</sup>* diameter of rivet holes *3/4<sup>in</sup>* whether punched or drilled *punched*  
 pitch of rivets *3<sup>in</sup>* lap of plating *3<sup>in</sup>* per centage of strength of joint *68.*  
 thickness of crown plates *1/2<sup>in</sup>* stayed by *four vertical stays.*  
 Diameter of furnace, top *3<sup>ft</sup> 5<sup>in</sup> 4<sup>in</sup>* bottom *4<sup>ft</sup> 1<sup>in</sup>* length of furnace *5<sup>ft</sup> 8<sup>in</sup>*  
 thickness of plates *1/2<sup>in</sup>* description of joint *single riveted lap joint.*  
 thickness of furnace crown plates *1/2<sup>in</sup>* stayed by *four vertical stays.*  
 Working pressure of shell by rules *78* working pressure of furnace by rules *112.*  
 diameter of uptake *12<sup>in</sup>* thickness of plates *3/8<sup>in</sup>* thickness of water tubes *3/8<sup>in</sup>*

The foregoing is a correct description,  
*C. H. Stothwell* 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.

*Inspected this day 10/10/82*  
*in accordance with M.C. 10. 82*  
*also*  
*M.C. 10. 82*  
*R. H. Stoddell & George Stoddall*  
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

The amount of Entry Fee *£2* : - : received by me,  
 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*