

REPORT of SURVEY for REPAIRS, &c.

No. 310 Date of Writing Report 3rd Sept 1890 Port of Barrow Received in London Office. MON 8 SEPT 1890
 No. in Reg. Book. 99 Survey held at Barrow Date, First Survey 12th Aug (Last Survey 29th August 89)
 on the T. S. Daylight Master P. Morgan

TONNAGE:—
 NET 153H. Built at Middlebro By whom R. Dixon & Co When 1889 8.
 GROSS 2338 Owners J. Wood & Co Port belonging to West Hartlepool
 UNDER DK. 1803 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock afloat Name of Dock Repositing Dock Destined Voyage Cardiff
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 22 ft. 9 ins.
 (if these particulars are not yet recorded in the Register Book.)

Classed 100A1
 Last Survey, No. 308 Port Barrow
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard } in Summer 2 ft. 1 1/2 ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) } as painted on Ship } in Winter 2 ft. 5 ins.
 of any letters respecting this case. M. 6th August 1890 with enclosure.

REPAIRS, OR EXAMINATION AS PER RULE, FOR alleged Weakness. (See also Barrow Report No. 308)
 In accordance with instructions in letter of above date having reference to alleged weakness, I have carefully examined the above named vessel and made sketches of the parts where signs of weakness are said to have been seen, and now beg to report upon this case as follows:— This steamer arrived in Barrow on the 11th August last from the Baltic with a cargo of timber including a heavy deck load. On same being removed I examined the vessel in way of the after break of bridge deck and in the Fore Peak. Regarding the latter, it will be seen that in addition to the upper and lower decks of forecastle, there are other tiers of beams with decks part laid beside the painting stringer at B. These are respectively marked A to E. After a careful examination of these parts I found the work to be at present in good and efficient condition in every respect. There are however indications of some painting having existed at the breast-hook B, and about 120 new rivets have been put in the

PRESENT CONDITION OF THE		Good.		Good.		Good.		Good.	
Decks	Good.	Blank (Bottom) & Counter	Good.	Celling	Good.	Boats	Good.		
Waterways	"	Trunnels or Rivets	"	Rudder	"	Masts, Yards, &c.	"		
Comings	"	Breasthooks & Stemson	"	Windlass & Capstan	"	Condition, how ascertained	Deck.		
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Good		
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors No. of	2 B. 18. 24.		
Planksheers	"	Ditto ditto at other places	"	Caulk'ng of Bot'm, D'k, & Watrways	"	Cables	Good		
Sheerstrakes	"	Keelsons	"	Copper, or Y.M.	"	Hawsers & Warps	"		
Topsides	"	Clamps & Shells	"	(State if on Felt.)	"	Standing & Running Rigging	"		
Wales	"			When put on	"	Hatches	"		
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c	Good.	Scuppers	Good.	Cargo & Main Hatchways	Good.		

General Observations, Opinion as to Class, Recommendation, &c. :
 This vessel is now in good condition and, in my opinion, eligible to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 188 Received by me, 188
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute
 Character assigned
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation

S.S. "Daylight"

The shell lugs at this stringer and in the frame rivetting between Band C the breast-hook has also been re-riveted and stiffened by angle bars an additional breast-hook has been fitted and a new beam put in, please see sketches. On examination of the alleged weakness in bridge side and bulwark plating, at after break of bridge, the rivetting in the after side of the butt stops and also six rivets in the gunwale bar each side, were found to have been renewed, see sketch in report showing arrangements at break of bridge.

With reference to the alleged defects in this vessel, it is respectfully submitted that, probably owing to heavy weather, a weakness has developed in the rivetting of the breast-hook B. Causing either the rivets to shear or the rivet-holes to choke, and thus admitting a severe strain upon the stringers which were unsupported until their attachment to the bulkhead.

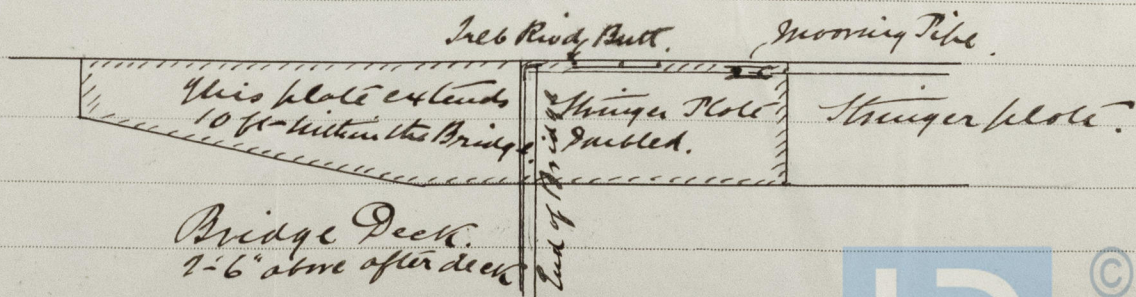
It is further submitted that the weakness, said to have existed at the after break of bridge, in my opinion, has been of the most trifling nature. The Master states that on the vessel's second voyage to the Mediterranean, and after a heavy Atlantic voyage with a cargo of iron ore, a slight jar was observed in one or two of the butt and gunwale bar joints, and while other repairs were proceeding, it was deemed desirable to renew them as above.

Regarding Mr Fort's remarks contained in his letter I beg to report that his statement in regard to the weather is not borne out by the following extract from the ship's log book: "5th October 1889, Experienced a heavy storm in Lat about 36°-00' N. Long 61-20 W. While on the voyage from Portman to Baltimore with a cargo of iron ore" and as to the plates having "overlapped three inches," I have most carefully examined the marks upon the plates, and find that about one inch, has been the greatest extent of the motion at the breast-hook B.

It is respectfully submitted that, in my opinion, it has proved necessary, in the case of this steel vessel, to stiffen the breast-hook at B with angle iron, and desirable to fit a new beam, as shown in sketch, and this having now been done, the vessel is now in efficient condition.

Mr Williams and Mr Fort's letters are returned.

J. M. McNeil.



Sketch at after break of bridge.



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