

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

Tuesday, 8th June, 1886.

No. 4488

No. in Survey held at Glasgow Date, First Survey 3 May 1886 Last Survey 22nd May 1886
 g. Book. on the "Iron S.S. Saint Kevin" Master B. O'Neil
 81 TONNAGE: Built at Belfast By whom W. Shewan Lewis & Co. When 1883
 NET 245 Owners J. Houston & Co. Port belonging to Dublin
 GROSS 456 Owner's Address
 UNDER DK. 429 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock — Name of Dock Kelvinburgh Slip Destined Voyage Dublin
 Length of Poop — ft.: of Forecastle — ft.: of Raised Or. Deck — ft.: Moulded Depth — ft. ins.
 (if these particulars are not yet recorded in the Register Book.)
 Years assigned, if a Wood Ship. Character in Register Book.
 Classified 100 A. 1.
 Last Survey, No. 7314 Port Gb
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water — ft. — ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials, as painted on Ship in fresh water — ft. — ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Damage Repairs & S.S. No. 1.
 The damage stated to have been sustained on the 29th April 1886 through grounding and remaining fast in Briton Ferry river is described on the accompanying copy of a damage report made at the request of the Owners, and this has been made good as recommended therein and as follows:—

One midship length of bar keel removed, heated, faired and replaced; the following have been renewed:— in the fore and main holds, 21 floors, 3 frames on the starboard side and 4 frames on the port side— from the middle line to the upper and lower parts of the bilges; 5 reverse frames on the starboard side and 12 on the port side from the middle line to the upper bilge stringer; 13 reverse frames from bilge keelson to bilge keelson; one length of centre keelson rider plate, 2 lengths of angle iron to the centre keelson; one length of angle iron to the starboard side keelson. Bottom plates renewed, on the starboard side, 7 plates in A strake, 3 in B strake, and 4 plates in C strake; on the port side, 5 plates in A strake, 2 in B strake and 2 plates in C strake. Also renewed, the started and strained rivets in the bilge plating, lands, butts and through the frames for about 50 feet amidships on

PRESENT CONDITION OF THE			
Decks	<u>good</u>	Blank (Bottom) & Counter	<u>good</u>
Waterways		Freeboards or Rivets	
Comings		Breasthooks and Stemson	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings	
Planksheers		Ditto ditto at other places	
Sheerstrakes		Keelsons	
Topsides	<u>Plating</u>	Clamps & Shells	
Wales		Ceiling	<u>good</u>
Engine Room Skylights	<u>good</u>	Rudder	
Coal Bunker, Openings, Lids, &c.	<u>good</u>	Windlass & Capstan	
General Observations, Opinion as to Class, &c.:		Pumps	
		Cement (if Iron Ship)	
		Caulking of Bot'm, D'k, & Wat'rways	
		Copper, or P.M. (State if on both)	
		When put on	
		Boats	<u>good</u>
		Masts, Yards, &c.	
		Condition, how ascertained	<u>from deck</u>
		Sails	<u>good</u>
		Anchors No. of	<u>3 B. 16. 2 R.</u>
		Cables	<u>hanged 195 fms.</u>
		Hawsers & Warps	<u>good and</u>
		Standing & Running Rigging	<u>sufficient</u>
		Scuppers	<u>good</u>
		Cargo & Main Hatchways	<u>good</u>
		Hatches	<u>good</u>

This vessel is now in good and efficient condition and is eligible in my opinion to remain as classed, and the requirements of the Special Survey No. 1. having been fully complied with— to have S.S. No. 1. Glasgow—1886 recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	2	2
Special Damage Fee (if any) (per Sec. 28)	£	6	6
*Certificate (if required) to be sent as per margin	£	—	5
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Committee's Minute Tuesday, 8th June, 1886.
 Character assigned 100 A. 1.
S.S. No 1-86
Box 16
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 G. Stanbury.
 Lloyd's Register Foundation
 GLS152-0087 (1/2)

each side of the vessel; the keel rivets for 16 feet from the post; the cement in the fore tank, fore and main holds, at the fore end of the boiler space, in the raised quarter deck gutterway, and a portion of the cement in the after peak - all ~~to~~ renewed.

In view of the strained condition of the butts of the outside plating at and above the bilges in the midship part of the vessel, the sunk strake of plating at the upper part of the bilge has now been doubled with $\frac{1}{2}$ inch plates for 84 feet amidships on each side; and outside butt straps fitted aft, namely on the port side 2 to A (garboard) strake & 1 to C strake; on the starboard side 3 to A strake, 1 to B, 1 to C, and 1 to D strake above the boss.

Also 4 floors in the main hold removed, heated, faired and replaced, 1 centre keelson plate, removed, heated, faired and replaced; 2 lengths of the side and bilge keelsons with 28 wash plates on each side - removed for damage repairs, afterwards refitted and riveted in place; chain cable ranged and afterwards replaced; the ceiling and sparring in the fore and main holds and in way of the doubling to the bilge - refitted and fastened; 7 hold stanchions repaired & replaced; the raised quarter and bridge decks caulked; the after peak and fore tank filled with water and tested, the bottom of the vessel cleaned and recoated, and the remaining details named in the damage report all made good as recommended therein.

S.S. No. 1.

In connection with the damage repairs, considerably more ceiling was lifted than the S.S. No. 1. requires and the cement, floors &c. were examined all fore and aft. The fore tank and after peak tank were also tested in connection with the damage repairs, and all the requirements of this special survey were fully complied with.

Repairs now done - In the after peak 6 new bracket knee plates riveted to the angle iron beams at each end, the rivets in the original knees being found slack and the beams slightly cracked at the rivet holes. And 3 diagonal angle iron stays have now been fitted each side of the after peak tank.

The upper landing edge of the bilge plating on each side being pressed away considerably, outside edge doubling plates 14 inches broad have now been fitted and riveted over the wasted edges for about 82 feet amidships.

The cement found worn away in the after hold and under the machinery at the middle line in several frame spaces - has now been renewed where required. The angle iron slides to the shifting beam to the main hatchway, renewed.

The capacity of the fore tank is 20 tons, and of the after peak tank is 22 tons. These figures are not now recorded in the Register Book.

W. B.

G. Stanbury.