

REPORT of SURVEY for REPAIRS, &C.

No. **9881** Date of Writing Report **18** Port of **Glasgow**
 No. in Survey held at **Glasgow** Date, First Survey **25th March** Last Survey **4th June** 1890
 g. Book. on the **Comp. Br. "Golden Fleece"** Master **R. May 61-69**
 (No. of Visits)

TONNAGE:—
 NET **500** Built at **Sunderland** By whom **H. Pile & Co.** When **1869**
 GROSS **520** Owners **H. Ellis** Port belonging to **London**

UNDER DK. **479** Owner's Address **as recorded**
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock **by Dock** Name of Dock **Govan R. 1** Destined Voyage **Havaitis**
 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.)

Last Survey, No. **46358** Port **Lon**
 Classified **H.T. Bd. 80** **20 A.1. Exp**
S.S. Harve 84 **7-88**
 (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 Summer 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 Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RÙLE, FOR **Continuation, See 45 Composite Rules.**

This vessel has been placed in dry dock, all metal sheathing stripped and bottom examined, the holds cleared, all outside planking from the light water mark upwards, including plank sheer scraped or dubbed bright. All ceiling (close) and sparring removed throughout from middle line up to upper deck. One stroke of planking removed from amidships forward on starboard side, and from amidships aft on port side, exposing the bilge plate, diagonal plates, and the backs of the frames. A large number of bolto taken out on each side. Sufficient cement removed all fore & aft at middle line to examine floors and middle line intercostals, and cement wholly removed, right across ship, in 15 spaces, and for $\frac{1}{2}$ length of vessel the cement was removed 2ft below bilges, each side, for the purpose of examining frames, iron keel plate, butt straps to outside planking &c. All the middle line bolto are of yellow metal & were found in good condition as well as the middle line keel plate. The windlass unhung & its wood lining stripped for examⁿ, the same

PRESENT CONDITION OF THE			
Jecks new, good	Plank (Bottom) & Counter good	Ceiling good	Boats good
Waterways "	Treenails or bolts "	Rudder "	Masts, Yards, &c. "
Comings "	Breasthooks and Stemson "	Windlass & Capstan "	Condition, how ascertained examⁿ
Up'r Dk. Beams & Fastenings "	Transoms, Pointers, & Crutches "	Pumps "	Sails good & suff.
Low'r Dk. Beams & Fastenings "	Timbers of Frame at the opening "	Cement (if Iron Ship) "	Anchors No. of 3 B, 1 W & 2 K
Plank sheers "	Ditto ditto at other places "	Caulk'ng of Bot'm, D'k, & Watrways good	Cables 270 fms ranged
Sheerstrakes "	Keelsons "	Copper, or Y.M. Y.M. on felt	Hawsers & Warps part new
Topsides "	Clamps & Shelves "	(State if on Felt.)	Seaming & Running good
Wales "		When put on now	Rigging good
Engine Room Skylights <input checked="" type="checkbox"/>	Coal Bunker, Openings, Lids, &c. <input checked="" type="checkbox"/>	Scuppers good	Cargo & Main Hatchways good
			Hatches "

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is now in a good and efficient condition and eligible in our opinion to be continued on the A.1. class for 13 years from the present date, and the notations "Exp 90", "ND 90" made in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	Fees applied for, 5/6/ 18 90
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	
Survey Fee (per Section 28)	£ 10	
Special on Damage, Fee (if any) (per Sec. 28)....	£ :	
*Certificate (if required) to be sent as per margin	£ :	
Travelling Expenses (if chargeable)	£ :	Received by me, 9.6. 18 90
Second Surveyor's Fee (if any)	£ :	10.6. 18 90

Committee's Minute **TUES 10 JUNE 1890**
 Character assigned **Cont A1 for 13 yrs from Dec 90**
ND 90 **20 yrs from 6/90**
 J. Dodd, Surveyor to Lloyd's Register of British & Foreign Shipping.
 © 2019 Lloyd's Register Foundation

State if a Report is made on the Machinery of the Ship or if not whether, and when, the same will be sent

Insert Character precisely as in Register Book.

[Form No. 2 for Repairs—10000—13 8 89—Transfer Ink.—T & S.]
 The Surveyors are requested not to write on or below the space for Committee's Minute.

GLS160-0046 (1/2)

found in good condition, - the lining renewed. The cables ranged, 270 fathoms in good condition.

On account of some of the Bilge plates being found wasted on each side, three strakes of planking were removed (in addition to those removed for survey) on port side from abaft amidships forward, and two strakes on starboard side, and one topside plank was removed on each side in wake of the Iron sheerstrake.

Six bilge plates renewed on each side, extending for a length of 66 ft. And four butt straps on each side renewed.

New frames introduced for ^{at} aft, with floor plates, from side to side, between Bilge stringers. Two frames renewed on starboard side and six on port side, varying from 6 to 8 ft in length, off butt-strapped each end.

Thirty four bream pieces on starboard side and twenty-eight on port side fitted into defective frames, these pieces varying in length from 18" to 40", all taking the through bolts & riveted to in port flange of frames.

Twenty-eight frames on starboard side and thirty-two on port side doubled with angles 4" x 3" x 7/16, overlapping the bream pieces above referred to and having extra bolts in each plank, and where in way of bilge plates, riveted to same, these doublings vary in length from 3 to 8 ft.

Six reverse frames doubled on each side, varying from 3 to 8 ft, and forming legs to bilge keelsons.

Seven additional frames with reverse on starboard side, and eight on port side, fitted between every fourth frame amidships, riveted to bilge plate and knee to lower deck stringer plate with efficient plate brackets, these new frames receiving a through bolt at each strake of planking.

Fifteen floors doubled 3 ft out from middle line on port side and sixteen on starboard side, and 14 intercostals doubled, the same being in one with the floor plate doubling, - formed by bending doubling at right angles, - and riveted to original floor & intercostal.

Sixty seven feet of bilge stringer angles renewed on starboard side and 24 ft on port side. Two breast-hook plates renewed at after end of upper and lower bilge stringers.

Frame spaces recemented where required and the close ceiling and sparring replaced and renewed where defective.

The two topside planks were renewed of Teak (28 ft long) and also the hood ends, - 2 fore hoods 10 ft & 19 ft and one after hood 7 ft.

The other planks taken out for survey were renewed of American Elm, while the planks above & below, taken out to effect repairs to bilge plates, frames &c were replaced.

The main deck renewed with yellow pine, 3 1/2" thick and the raised quarter deck with 3" yellow pine.

Twenty four feet of false keel renewed in A. Elm, and the lower face piece of Rudder.

The bottom recaulked from keel over all, and bottom resheathed with yellow metal on felt. The masts & spars and general equipment examined, the main rigging renewed and the pins to shackles to steering chains renewed.

J. J. Dodd