

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report ..... is ..... When handed in at Local Office ..... is ..... Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 24 Aug 97 Last Survey 30 August 1897  
 Reg. Book. on the Wood, Iron or Steel Double-ended P.O. "Chebucto" Master J. Gaddie

11 1/2 Tons TONNAGE: - Built at Glasgow By whom J. Cheever When 1897 MONTH 8<sup>th</sup>  
 GROSS 278 Owners J. Cheever Port belonging to Glasgow  
 UNDER DEK 34 1/4 Owners' Address Kelvinburgh, Glasgow  
 NET 18 1/4 (if not already recorded in Appendix to Register Book)

Surveyed afloat in Dry Dock? Slips Name of Dock Kelvinburgh Destined Voyage Dartmouth N.S.  
 WB = Cell DBor DBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B. - All alterations in the existing records should be underlined.  
 If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 15427 Port Glasgow  
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repair, caused by encountering heavy seas in the Atlantic, voyage Glasgow to Dartmouth, N.S. where vessel is to be used as a Ferry Boat between Dartmouth & Halifax, N.S.  
 Plate to fore rudder (which had been fixed for voyage across, vessel being double ended) and one iron bent and bolts of stuffing box sheered causing peak to fill and thus with extra weight, head seas and form of vessel, at this part, to lump heavily shaking some rivets & caulking in lands of shell plating at the extreme fore end of vessel, under the flat of the overhanging spars which extend all round vessel, she being only intended for comparatively water. Rudder plate cut off and with the bent area straightened & rivetted. This rudder not being re-shipped but secured on deck, blind flanges being fitted top & bottom of rudder trunk. Two hundred & fifty rivets in shell renewed & rivets hardened up each side for land recaulked where necessary. Two temporary plate stays fitted on each side in fore peak

SUMMARY OF DAMAGE REPAIRS: -	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items: -
Renewed ...								Rudder for repair & some rivets renewed.
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>good</u>	<u>good</u>	<u>good</u>	<u>good</u>
Waterways <u>"</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Keelsons <u>"</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Condition, how ascertained <u>best</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Stringers, Clamps & Shells <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	(State if wedges removed)
Low'r Dk. Beams & Fastenings <u>"</u>	Ceiling <u>good</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Sails <u>✓</u>
Plating <u>good</u>	Cement or Asphalt <u>"</u>	Dblng. Plates under Sounding Pipes <u>good</u>	Equipment letter <u>✓</u>
Rivets <u>"</u>	Caulking of Bot'm, D'k, & Wat'rwys <u>good</u>	Engine Room Skylights <u>"</u>	Anchors, No. of <u>✓</u>
Breasthooks & Stemson <u>"</u>	Copper or T.M. <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>✓</u>
Transoms, Pointers, & Crutches <u>"</u>	When put on, Month <u>✓</u> Year <u>✓</u>	Souppers <u>"</u>	" length (on board) <u>✓</u> size <u>✓</u>
		Garge & Main H'tchw'ys <u>"</u>	" Rule length (per Table 22) <u>✓</u> size <u>✓</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>good</u>

General Observations, Opinion as to Class, Recommendation, &c.:-  
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."  
This vessel is in a good and efficient condition and eligible, in our opinion, to remain as classed viz: - 1700 A - "For Ferry purposes", "Dartmouth & Halifax N.S."

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £  
 Survey Fee (per Section 28) ..... £  
 Special Damage or Repair Fee (if any) (per Sec. 28.) ..... £  
 Travelling Expenses (if chargeable) ..... £  
 Second Surveyor's Fee (if any) ..... £

Fees applied for, 1/9 18.97  
 Received by me, 3/9 18.97

J. Gaddie Surveyor to Lloyd's Register of British & Foreign Shipping.  
J. Cheever

Committee's Minute  
 Character assigned As now  
 TUES. 7 SEP 1897  
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