

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 23rd Decr 1907 When handed to at Local Office 26th Decr 1907 Port of GlasgowNo. in Survey held at Glasgow Date, First Survey 27th July Last Survey 19th Decr 1907  
Reg. Book 1944 on the Wood, Iron or Steel Iron By whom Vickers Sons & Maxim Ltd Master C. S. WestertonTONNAGE:— Built at Glasgow By whom Vickers Sons & Maxim Ltd When 1898  
GROSS 5330.72 Owners A. Currie & Co. Port belonging to MelbourneUNDER DECK 4674.04 Owners' Address Glasgow  
NET 3401.32 (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? Yes Name of Dock Victoria Harbour Destined Voyage MelbourneH&B = Cold Bor DBa 138' feet; uE&B 81' feet; f 161' feet;  
Capacity 123 tons. FPT. tons; APT tons; MT feet - tons.Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER F 100 A1 Date of last Survey and of Periodical Surveys 9.05 Machinery and Boiler Surveys (including date of N.B., if any) BS 10-05st Report, No. 25496 Port Glasgow

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes not required also whether any damage report was made, and, if so, by whom Mr. Currie UnderwriterREPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, Alterations, &c.

Vessel was placed in dry dock for repairs to hull stated to have been sustained through stranding at Pallyquinton Point, County Down, Ireland on 16th December 1906 and subsequently refloated on 28th April.

Bottom found damaged mainly in engine room & paint boiler room & in fore & aft holds.

Repairs new down: Seven lengths of hull have removed fair & replated.

Plate	10 new plates	4 removed fair & replated	1 fair in place
A	14	5	3
B	16	9	1
C	9	13	

P.T.O.

DESCRIPTION OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	2 Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	62	32	32	58				In details, as stated in body of Report.
Removed and Fair or Repaired	42	✓	103	60			4	
Fair or Repaired in place	11	52	✓	20				

GENERAL CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
of Decks	Good		Yes	Yes	Good	Good	Good			Yes	Yes	Yes
Fastenings						Good						
Plating												
of ditto												
Boats & Crutches												
Frames												

DBing, Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches	Timbers of Frame at openings	Ditto ditto at other places	Stringers, Clamps & Shelves	Salting (State if examined.)	Copper, or Y.M. of Wood Vessels (State if on Fell.) When put on, Month Year	Boats	Masts, Yards, &c.	Condition, how ascertained	Sails	Equipment letter	Anchors, No. of	Cables (State if now rigged)	length (on board)	size	Rule length	size	Hawsers & Warps	Standing & Running Rigging
Good																Good	Good	Good	Good	B + 1897-98	6	Yes	30ft	2 3/4	30ft	2 3/4	Good	Good

General Observations, Opinion as to Class, Recommendation, &amp;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, 1.05," or "to remain as classed and to have record of survey, 1.05 and the notations of ss No. 1-05 and ptnc 05 &amp;c."

This vessel is now in a good & efficient condition and eligible in my opinion to be reclassified F 100 A1 Shelter Deck with record of SL 3-12-07 Gpk.

North-East date of survey Gpk 12-07. (Shut or open deck in open holds removed)

See Surveyor's letter dated 5th Oct 1907 regarding class

Survey Fee (per Section 25)	10 : 0 : 0	Fees applied for, 19/12/1907
Special Damage or Repair Fee (if any) (per Sec. 25.) & alterations	63 : 0 : 0	Received by me, 24/12/1907
Less 10% Discot	73 : 0 : 0	
Surveyor's Fee (if any)	65 14 : 0	

Committee's Minute Glasgow 30 DEC 1907

Character Assigned 100 A1 Shelter deck with 160 (53.11)

5.5. No. 3 - 12.07

+LMC 12.07 Note record of decks.

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

Lloyd's Register Foundation

Greenock Drydock for 3000 tons out & in

Is Certificate required? If so, to be sent to

606355-0081(1/2)

Shale	D.	4 New plates	4 removed from & replaced	5 Lamin in place
-	E	6	1	✓
-	F	✓	2	✓
-	G	✓	2	✓
-	H	✓	1	✓
-	J	✓	1	✓
-	K	✓	✓	✓

Totals	62 New plates	42 Remains found & replaced	11 Forms in place
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Flows on N<sup>W</sup>-side:- 31 new flows, 34 part removed & repaired, 4 removed & replaced

Port side - 24 - 26 - 16

Marsin Plate 3 new plates fitted and 5 removed found & replaced.

Marine Plate 3 new plates fitted and 1 removed  
Cinder Plate 4 new plates fitted & 1 removed & 2 fast removed

Several lengths of top & bottom angle bars removed.

Yank intercostal plates: 160 new plates fitted and 50 removed joints replaced

Tank top plating, 34 new plates fitted, and 6 removed from & replaced

new vertical angles fitted to new center grain plate & floor plate.

new. Vertical angles filled in with iron plate. Lower portion of engine room of the B had remained. The new plate fitted

Lower portion of crust thin from 15 mi  
in to head of 743. & two faired in place. also semi but became faired in place

Side frames, 52 found in place. Frame brackets 90 removed from & replace

Tide frames, 32 gaud in. plate. 1 frame secured  
also a number of frame angles on margin plate secured.

also a number of frame angles in lath -  
Web frames in E & B spec - 2 part running.

Paul frames & reverse frames in Eot's spec. 32 removed complete.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

and about 103 frames & reverse frames found & replaced. elsewhere.  
Three lengths of lower side Kukon port & Star<sup>E</sup> side E & W. spec. removed.  
Found & replaced.

Printer plates. 4 new plates fitted & 10 removed & replaced.

*Staphylinus ruficornis.*

*Stiffness removed.*  
Explosive Casing, at main deck joined & riveted. also main deck  
plates in way of same.

plating in way of same.  
Yards re connected where necessary & cement wharves throughout.

Clutching renewed throughout & spawning about two-thirds renewed.

Two carp doorways renewed & port carp for.  
Rigging overhauled & new rattens fitted.  
Gaskets repaired.

### Alterations.

Orlop deck cut out leaving side stringer as per plan approved.  
It spread on frame of 32. Completed to tank top.  
Two new tunnels fitted with recess & engine room to 'head' & W.I. sliding  
doors & new thrust seating.  
Cable tanks removed & lower deck steel beams & plating fitted as approved.  
Also lower deck beam girders & pillars fitted as approved.  
New bunker to 'head' fitted in hold of 3. To main deck & partial  
to 'head' fitted in main lower decks.  
H<sup>o</sup> 3. Cargo hatchway extended as per amended plan approved.  
New W.I. sliding door fitted on to 'head' of 11<sup>th</sup> in hold.  
To 'heads' in upper lower decks on frames of 11 & 166 removed &  
partial to 'head' fitted as approved.  
New Prop & Forecastle steel to 'head' fitted on frames of 22 & 146 respectively  
and passageways cut in all remaining lower deck to 'heads' as approved.  
After hatchway on shellin deck converted into Group opening  
for forward purposes.  
Straight stem fitted & cable shores removed, also forecable side frame  
& plating removed for about 30'. Frames reset & outside plating  
removed to suit new stem. New lower pipes fitted.  
Cable doors & cargo port doors fitted in ship's side as per plans  
approved.  
Supports of dishes steel to deck top through shell plating from  
deck below shellin & fore line fitted.  
The pumping arrangement has been fitted as shown on amended  
plan approved.  
Photo prints of mid & longitudinal section of vessel as allures are forwarded herewith.

### Special Survey of 3.

Vessel placed in dry dock bottom cleaned & amended & repaired.  
Keels, chain locker, holds & bunkers cleaned & caulking & sparring  
removed. The whole of the frames, stringers, keelsons, floor plate  
& to 'heads', W.I. to 'heads' & minor <sup>and other</sup> portions of outside plating exposed.  
Socked cleaned & examined & recoated. Shell plating in holds & under  
side lights found in good condition & well preserved. It was deemed  
unnecessary to drill the plating. Chain cable ranged & examined  
cleaned & recoated. Mast wedges removed, masts & spars & rigging  
& equipment examined. Decks, hand pumps, stoves & W.I. doors exam-  
& found in order. Scum & plank in fore & aft under bridge & removed  
& scum caulked. Plank & fore & aft keels recently washed &  
tested as required by the Rules & found satisfactory. Lumps & keels  
examined internally & the requirements of the Rules for H<sup>o</sup> 3 fully complied with.  
A list of amended tonnage is attached hereto.