

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **151** No. **19158** Survey held at **Sunderland** Date, first Survey **5 Nov 70** Last Survey **30 June 1871**
 on the **Screw Steamer "Elaine"** Master **W. J. Bly**
 Tonnage **293** built at **Middlesbrough** When built **1864 (7 Mo.)**
 By whom built **Candlish, Fox & Co.** Owners **Cory, Bros. & Co.**
 Port belonging to **Cardiff** Destined Voyage **Coasting**
 If Surveyed Afloat or in Dry Dock **South graving dock**

Last Survey, No. **8921** Port **Southampton** Classed **471**

REPAIRS, &c. On Acct. of damage

Now done, On the Port side abreast the engine room, at the bilge, & in the flat of bottom; 1 plate renewed, 3rd taken off, furnace & refitted, & 3 other plates heated & set to form, in place; 1 broken frame strengthened with a bar of angle iron about 4 ft long & a knee plate at the floor end; The rivets in the above plates, & also in the two landing edges each about 6 ft long, renewed; 14 keel rivets, & the cement in wake of new work, renewed; The fore end of the plating round the lower part of stem, recaulked, & the ceiling replaced, partly with new materials; The cocks & valves connected to the outside plating, examined, & a certificate from the Engineer of the vessel, is appended, certifying to the good order, & safe working condition of the Boiler, & Machinery.

At the request of the owner I measured this vessel with a view to her being classed in accordance with the present rules, & on comparing her scantlings with the requirements for the 100 A grade, find

Present Condition of the

Decks	In good condition	River	When Seen Good	Windlass and Capstan	Good
Waterways	When Seen Good	Breasthooks and Stenson	"	Pumps	2 Metal
Tomings	"	Transoms, Pointers, and Crutches	"	Boats	3 2 nd
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	When Seen
Lower Deck Beams & Fastenings	and firm	Ditto Ditto at other places	"	Condition, how ascertained	"
Planksheers	When Seen Good	Keelsons	"	Sails	"
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of 2 B, 1 S, 1 R
Topsides	"	Ceiling	"	Cables	"
Wales	"	Rudder	"	Hawsers and Warps	"
Plank (Bottom) and Counter	"	Copper Cement When put on 1868	"	Standing & Running Rigging	"
		Caulking of	"		
		Bottom, Deck, & Waterways	Good		

Engine Room Skylights **Good** Coal Bunker, Openings, Lids, &c. **Good** Scuppers **Good** Cargo and Main Hatchways **Good** Hatches **Good**

General Observations and Opinion, This vessel is now in good & efficient condition and eligible in my opinion to remain as classed A.I., & to be marked in the register Book as, C-70 See recommendations on other side

The Amount of Entry Fee.....£ 2 : : is received by me,

Special..... 2 : 2 : "

Certificate (if required) : : : "

Committee's Minute **17th August 1871**

Character assigned **95 A -**

9258 Iron

the outside plating from the Keel to upper part of Bilged, $\frac{1}{16}$ of an inch thicker than is prescribed in the rules.

The Keel, Stem, & Stem posts are larger in sectional area than required; the frames at the ends of the vessel are $\frac{1}{16}$ thicker, & they are one inch less in spacing than required.

The vessel had an additional plate wrought on the inside of the Sheerstrake $12 \times \frac{1}{16}$ well Butt strapped, & a good many of the Butts of the Sheerstrake are treble rivetted.

The Floor plates, & the centre line Keelson plates, are $\frac{1}{16}$ of an inch in excess of the rules.

The deficiencies from the rules, are the Sheerstrake, & one strake of topside plating; which are $\frac{1}{16}$ less than required by the rules; the Hold Beam Stringer plates are not connected to the outside plating. & the centre line Keelson has no rider plate.

Considering the great excess, & slight deficiency, I am of opinion that this vessel merits the favorable consideration of the Committee for the 95 A grade.

The report ^{on this vessel} had been kept back owing to the non payment of fees; since the above survey was held, the vessel has again put into graving dock at this Port (30 June 1871) for the purpose of sighting the Bottom, when the Owners attention was called to the absence of one of the Bower Anchors, & which they have promised to put on board on her arrival at Cardiff. I therefore beg to leave her claims to the figure I in the hands of the Committee.

James A. Liburn



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