

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 94 No. 3253 Survey held at Whitby Date, first Survey 22nd Dec-18 Last Survey 15th Jan'y 1874
on the S.S. "Hector" Master John Minnes
Tonnage 429 built at Sunderland When built 1868
By whom built Lang Owners J. W. Cooper
Port belonging to London Destined Voyage

Last Survey, No. 10023 Port Iron Classed Omaha London

REPAIRS, &c. Now done through striking the Piers on entering this Harbour, 12 shell plates on the Port bilge & flat taken off, 6 heated reset & replaced, 6 renewed, 5 frames renewed from bilge upwards, joints properly shifted & strengthened with corresponding angles back to back 3 to 4 ft. in length, 5 reverse frames new from lower part of bilge upwards, 17 fractured frames at upper part of bilge heated reset & strengthened with angles at back laping over fracture 3 ft. 6 to 5 ft. in length, short length of bilge stringer angles lifted with ceiling & cement, all replaced moulding rails & after gangways replaced, vessel cleaned down & coated with paint & black varnish.

This vessel having been stranded previous to the above Damage, it was found on the first visit to her when in Dry Dock the Keel bent upward in midships 2 to 2 1/2 inches in a length of 35 ft. Seven floor plates fractured from the fore side of boiler & etc.

Present Condition of the

Decks <u>Good</u>	Freemasts <u>Black Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>(Gutter) Good</u>	Breasthooks and Stems <u>Good</u>	Pumps <u>Two & Good</u>
Comings <u>Good</u>	Transoms, <u>Pointers</u> , and Crutches <u>Good</u>	Boats <u>Three & Good</u>
Upper Deck Beams & Fastenings <u>Good</u>	Timbers of the Frame at the openings <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings	Ditto Ditto at other places <u>Good</u>	Condition, how ascertained <u>From Deck</u>
Plank sheers	Keelsons <u>One angle brace under bows</u>	Sails <u>Good</u>
Sheerstrakes <u>Good</u>	Clamps and Shelves	Anchors No. of <u>3 Bowers 1 Stern 2 Redgus</u>
Copsides <u>Good</u>	Ceiling <u>Good</u>	Cables <u>Good</u>
Tales <u>Good</u>	Rudder <u>Good</u>	Hawsers and Warps <u>all broken</u>
Tank (Bottom) and Counter <u>Good</u>	Copper <u>When put on</u>	Standing & Running Rigging <u>Good</u>
Engine Room Skylights <u>Good</u>	Caulking of	Cargo and Main Hatchways <u>Good</u>
Coal Bunker, Openings, Lids, &c. <u>Good</u>	Bottom, Deck, & Waterways <u>Good</u>	Hatches <u>Good</u>
General Observations and Opinion,	Scuppers <u>Good</u>	

The recommendations as given on the other side have not been carried out, the vessel having left the Dry Dock. I am of opinion that her character should not be reentered in the Register Book until she is efficiently repaired.

The Amount of Entry Fee.....£ 1 : 0 : 0 is received by me,

Special.....	2	2	0
Damage Report - - -	4	4	0
Certificate (if required)	:	:	

Committee's Minute 18

Character assigned _____

Surgeons Expenses £4-00

These fees have been applied for
in the usual way & still remain
unpaid. 8/10/02

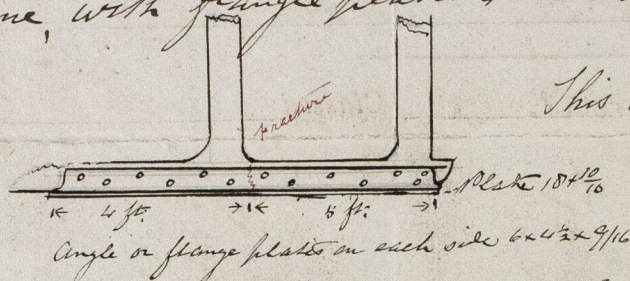
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IRON 451-0005

X. 10055. Irons.

Boiler then a sp. plates fitted as butt straps over these fractures about 10 in. in breadth, the boiler being only 18 in. above top edge of floors, these butt straps have not been efficiently riveted, one flange of lower angle on keelson broken, Propeller post at lower part broken short off at heel now repaired with sole plate underneath $10 \times \frac{10}{16}$ - 9 ft. in length riveted to after keel & lower part of propeller frame, with flange plates on each side $6 \times 4 \frac{1}{2} \times \frac{9}{16}$ the whole length of sole plate.



This arrangement being in my opinion efficient.

The floor plates with bent keel & bottom have not been repaired efficiently or equal to the class of the vessel, the owners were written to with a recommendation that the bent keel should be battened out, the same to be reset & replaced, the floor plates to be double plated over fractured parts, the bottom be got down to its original form & the vessel to be made thoroughly efficient.

S. P. Gladstone



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