

# REPORT of SURVEY for REPAIRS.

No. in  
Reg. Book.

No. 46

Survey held at Dublin

Date, first Survey 27 Sept

Last Survey 30 Sept

1872

On the Steam Steamer Forcypa

Master Beaton

Tonnage 794

built at Stockton

When built 1862

(1st Mo.)

By whom built Richardson

Owners Palgrave

Port belonging to Dublin

Destined Voyage Rotterdam

Surveyed Afloat or in Dry Dock In Dry dock

Last Survey, No. 8125

Port of Clyde

IRON

Classed A. 1.

(S. S. 1888)

REPAIRS, &c.

Now done in accordance with Survey No. 3 for Iron Vessels.

The Vessel placed in a dry dock. The Timber boards and flooring equal three shakes fore and aft on each side removed, and both surfaces of outside plating exposed. Except where covered with Cement, which has not been removed as it was found by beating to be firm and hard and adhering satisfactorily to the Ironwork. The foul. Bunkers cleared. All parts of Ironwork examined and found good. The windlass running the wood linings stripped and the main piece examined and found good. The main. Cables raised examined and found good and sufficient. The Boilers repaired. Some angle iron on skidway beams renewed. The flues repaired under Boilers and in Coal. bunkers as required. Rudder overhauled and refitted. A small portion of deck new over Boiler. and the vessel painted inside and outside as required.

Having compared the scantlings and arrangements, as set forth on the accompanying first entry report, with the Rules for Vessels & Classes under

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Engine Room Skylights

General Observations and Opinion,

hulls  
Treenails

Breasthooks and Stems

Transoms, Pointers, and Grutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rydder

Copper

Caulking of

Bottom, Deck, & Waterways

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo and Main Hatchways

Hatches

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of

Cables

Hawsers and Warps

Standing & Running Rigging

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

The Amount of Entry Fee.....£ 5 : 0 : 0 is received by me, as intended.

Special.....£ 2 : 2 : 0

Certificate (& required) 0 : 5 : 0

Committee's Minute 24th October 1872

Character assigned Classed A. 1.

Travelling Expenses £ 8-8-0



10710 Iron

under particular No. 248: We beg leave to report that they are equal to the requirements for said class; excepting that, the lands of Skud-plating from Bilges to Sheer-trees are single riveted, instead of double riveted as required.

We beg leave to forward the accompanying letter from the Owners on the subject in which they draw attention to several excesses in scantlings and arrangements and in consideration of which ask that the Committee will be pleased to grant the said A Class for the vessel: and as their premises are correct and there were no signs of weakness about her (not a single butt of Skud-plating could be seen) we respectfully recommend the same to the favorable consideration of the Committee.

Williamson.  
A. Men



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