

15721

# REPORT of SURVEY for REPAIRS, &c.

Revised 1/76

No. in Reg. Book. **No. 31** Survey held at **Melbourne** Date, first Survey **1875** Last Survey **1875**

**52** on the **Protestant Vate Tatham** Master **H. Munday**

Official Number **499-23**  
TONNAGE under Tonnage Deck **241.94**  
Ditto of Spar Deck, or Awaiting Deck  
Ditto of Poop, or Raised Qr. Dk. **12.58**  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage **254.52**  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St' mer, cut on Bm.  
Built at **Guernsey** When built **1863.3**  
Owners **A. Jones & Co.** Port belonging to **Melbourne**  
Residence **Mount Street Melbourne**  
By whom built **State** Destined Voyage **China to Newcastle**  
If Surveyed Afloat or in Dry Dock **Dry Dock**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **1** Character in Register Book **A 1**

Last Survey, No. **10769** Port **Iron** Classed **s.s. 2nd No 2 70 4.34**

REPAIRS, OR EXAMINATION AS PER RULE  
This vessel was put on the 28th Feb. 1876, the hull, keel, & stem, all the close lining removed, the frame & plating laid bare, except such as was coming with beams, this latter was well tested & portions cut out, all found in good order & adhering firmly to the bottom, except at the upper turn of the keel where it was run out thin, this was found killed & soft, being it removed & cut down to the solid portion, the plate & frame was well cleaned & examined, the water tight bulk heads were well cleaned & examined & found in good order, all corrosion was removed by testing & chipping, the vessel was then thoroughly examined in all parts & rivets in various places where rusted in place, but only in one place was it found that the rivet was so much as is of an inch, the part above mentioned was at the upper turn of the keel & in the middle, where the rivet had been in contact with some hard substance at some time, & the plate cut for the space of about 10 inches long.

Present Condition of the  
Decks **Good**  
Waterways  
Comings  
Upper Deck Beams & Fastenings  
Lower Deck Beams & Fastenings  
Planksheers  
Sheerstrakes  
Topsides  
Wales  
Plank (Bottom) and Counter  
Engine Room Skylights  
Coal Bunker, Openings, Lids, &c.  
General Observations, Opinion as to Class, &c.  
Treenails  
Breasthooks and Stenson  
Transoms, Pointers, and Crutches  
Timbers of the Frame at the openings  
Ditto Ditto at other places  
Keelsons  
Clamps and Shells  
Ceiling  
Rudder  
Copper  
When put on  
Caulking of  
Bottom, Deck, & Waterways **Good**  
Windlass and Capstan **Two New Winches**  
Pumps **Good**  
Boats **Two**  
Masts, Yards, &c.  
Condition, how ascertained **By inspection**  
Sails **Two sets One main One mizzen**  
Anchors No. of **3 No. 1 & 2 No. 2**  
Cables **225 lbs 80 lbs 80 lbs**  
Hawsers and Warps **100 lbs 100 lbs 100 lbs**  
Standing & Running Rigging **Good**  
Cargo and Main Hatchways **Good** Hatches **Good**

This vessel is now in splendid condition, & will continue to be continued in the Register Book with the class A 1, she has hitherto been being fit to carry a dry & perishable cargo to any part of the globe.

The Amount of Entry Fee **£ 3 : : received by me, 187**  
Certificate (if required) **£ 13 : 13 : 187**  
(Travelling Expenses, if any, £ **16 13**)  
Committee's Minute **25th January 1876**  
Character assigned **A 1**

Surveyor to Lloyd's Register of British and Foreign Shipping.  
**Colin Brown**  
**Maurice Stowson**  
**Lloyd's Register Foundation**  
**IRON 466-0485**



15721 Iron

14 inches x 1/2 leaving only about 1/4 of an inch has been strengthened by a plate  
inside & outside through - Two of the iron bars have slanting on but, these  
were taken out & straightened & refitted, found the iron bars have shifted  
& up off the brackets both sides in the after part of the main body, these  
were secured by angle iron being placed under them & nailed down, the bul-  
ing has been all repaired, the grate section being now beyond repair, this  
has been caulked & tarred

The Windows were examined & replaced by a new one of iron, glass the  
stayed bottom was also found faulty & condemned, & replaced by a  
new one of iron & a natural glass block, the brackets under the bars were  
found bad, were condemned & replaced by new bars, the iron waterway was straightened  
& found good

The Pumps had the gaskets lined up & properly fitted & one new one in  
the tail of pump also found broken

The interior was coated with hot red & white lead, four coats, the bottom  
had also a coat of white lead & yellow, the inside had three coats

The whole has been & will run & in a water-tight manner  
The boiler was repaired, and the sails found out

John M. Houghton

Colin Brown  
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