

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 17** Survey held at **Amoy** Date, first Survey **3rd May** Last Survey **Aug 14th 1878**
258 on the **S.S. Fitzpatrick** Master **A. Humphreys**
 Tonnage under Tonnage Deck **747.46** Built at **P. Glasgow** When built **1869**
 Ditto of Spar Deck, or Awaiting Deck **242.55** Owners **Lu Pu Chuan** Port belonging to **Amoy**
 Ditto of Poop **12.15** Owners **Lu Pu Chuan** Port belonging to **Amoy**
 Ditto of Raised Qr. Dk. **15.59** Residence **Amoy**
 Gross Tonnage **1047.85** By whom built **Blackwood** Destined Voyage **China Coast**
 Crew Space, as per Rule **44.55** If Surveyed Afloat or in Dry Dock **dry dock & afloat**
 Register Tonnage, cut on Beam **320**
 Engine Room **680.50**
 Reg. Tons as St' mer, cut on Bm.

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **6.72** Character in Register Book.

Last Survey, No. **10216** Port **Amoy**

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No. 3**

This vessel has been submitted to special survey at Amoy in consequence of her character being marked in the Register Book.

We have made a careful examination of this vessel in dry dock at various times & afterwards afloat, the hull has been sealed & scraped clean both outside & inside all rust has been sealed & beaten off the plating, frames, floors, Kelsons, Angle Irons, beams, stringers & bulkheads, all the caulking removed in hold & coal bunkers, & cargo battens taken off, flooring in Engine Room taken up & stove hole plates removed. Boilers taken out, & the whole of the current under boiler & in coal bunkers & Engine Compartment has been entirely removed, the current in hold carefully tested & inspected. Repairs. All defective Angle Irons, floor plates, & reverse irons,

Present Condition of the

Decks **all new at date, Iron**

Waterways **upper Iron & new main beam**

Comings **Iron in good order**

Upper Deck Beams & Fastenings **Secure**

Lower Deck Beams & Fastenings **Secure**

Planksheers **Plating in good order**

Sheerstrakes **" " "**

Topsides **" " "**

Wales **" " "**

Plank (Bottom) and Counter **Plating good**

Engine Room Skylights **Secure** Coal Bunker, Openings, Lids, &c. **Secure** Scuppers **Good**

General Observations, Opinion as to Class, &c. **This vessel has been well & efficiently repaired & is now as good as new, the hull & fastenings being throughout in perfect order, & in a first rate state of preservation, and we respectfully recommend that she be continued as originally classed *A1 being fit to carry dry & perishable cargo to or from all parts of the world.**

Treenails **in good order**

Breasthooks and Stemson **" " "**

Transoms, Pointers, and Crutches **" " "**

Timbers of the Frame at the openings **" " "**

Ditto Ditto at other places **" " "**

Keelsons **in good order**

Clamps and Shelves **strangers " "**

Ceiling **all new at date**

Rudders **changing in good order**

Copper **Paint** When put on **at date**

Caulking of Bottom, Deck, & Waterways **in good order**

Cargo and Main Hatchways **Secure** Hatches **Good**

Windlass and Capstan **in good order**

Pumps **in good order**

Boats **two, in good order, four new**

Masts, Yards, &c. **in good order**

Condition, how ascertained **from personal inspection**

Sails **two sets in good order**

Anchors **No. of 4 B. 1 S. 2 Kedge**

Cables **2 Bower 270 fms 1 1/2 10.75 fms**

Hawsers and Warps **2 Bower 4 warps**

Standing & Running Rigging **in good order**

The Amount of Entry Fee ... £ **6.72.23** received by me, **\$225.57**

Special ... £ **1.92** Aug 1878

Certificate (if required) ... £ **5.34**

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

Loadline **17-6 S.S. No 3-78**

Surveyor's Deed

acting Surveyor to Lloyd's Register of British and Foreign Shipping.

Ames & Fiddell
 Lloyd's Register Foundation

IRON 480-0192

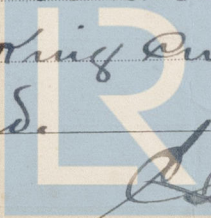
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21743 Iron

intercostal Keelson, sides plate, wash plates in boiler space removed & entirely renewed, all defective rivets drawn out in vessels bottom renewed two new iron coal bunker bulkheads, coal bunker athwart ships between Engines & Boilers, New boilers placed side by side at main bulkhead, New iron casing round boiler & Engine openings. All defective plates taken out of main water tight bulkhead & renewed, two new main deck beams in stove hold & coal bunker, the beams & tie plates of upper & lower deck replaced over boilers. Bottom carefully examined in coal bunker, boiler & Engine compartments, cement carried well up to upper turn of bilge. The cement in the holds proved in first rate condition, the bottom having been faithfully examined originally in the space where the cement was taken up for examination of bottom plating rivets, the plates & rivets were found as good as new, the cement has been carefully made good where disturbed, all new cutting & clamping in holds & coal bunkers & fitted in hatches along flat of floor.

The Awning Deck has been continued forward to fore castle sixty two feet in length, eighteen new beams, thirty six frames, New side plating & stringers in beam ends, these scantlings are of the same size as the original part of Awning Deck, all new work has been double riveted, New Tie plates in Awning Deck fore & aft $14 \times \frac{5}{16}$ thirty two New pillars in to every Awning Deck & hatch beam, four New partial iron bulkheads under Awning Deck houses, at ends of main deck cabins amidships, riveted to Awning Deck beams, & angle iron frame at ships side & bolted to main deck beams, in addition to these, there are four iron bulkheads extending to Awning Deck, one at after part of Engine Room, two coal bunker bulkheads, & the main bulkhead between boilers & main hold. Three entirely new decks laid of Oak, Awning Deck 3 inches, Main do. $3\frac{1}{2}$ in & lower Deck $2\frac{1}{2}$ inches in thickness. Two New Stairs in Awning Deck amidships, ashed & painted & chalked, between main & fore mast size $19 \times 12 \times 6.9$. Officers cabins between main mast & funnel size $15 \times 12 \times 6.9$, no other erections, excepting two small iron galleys & two W. C.

Rudder & steering gear refitted, Patent windlass taken to pieces & thoroughly overhauled, two new windlass barrels cast & fitted to windlass for chain cables, two New Stud Link chain cables, Certificate No. 4834/5. & streamer, Certificate No. 5900, & two New Power Anchors weighing each 24 Cwt. 19 lb. Certificate No. 6243/4. Tested at Lloyd's Docks & proved since Richertson near London 5th June 1878. Supplied at date, four new boats, two of which are life boats. The Hull outside & inside has had three coats of paint at date. The Machinery has been thoroughly refitted & surveyed and the boilers tested at date, and are now reported in good order & safe working condition as per Engineers Survey report hereto appended.



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