

REPORT of SURVEY for REPAIRS, &c.

22848

Rev 10/3/79

No. in Reg. Book. **No. 99** Survey held at *Sing Kong* Date, first Survey *3^d Decr* Last Survey *16 January* 1879
1154 on the ship *Connaught Ranger* Master *Murphy*
 TONNAGE under Tonnage Deck *1109*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1207*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1153*
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Built at *Belfast* When built *1845 August*
 Owners *John Mc Cormick* Port belonging to *Dublin*
 Residence *10' Oliver Street, Dublin*
 By whom built *Harland* Destined Voyage *Shanghai*
 If Surveyed Afloat or in Dry Dock *in dry dock & afloat*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100 A 1*
 Last Survey, No. *15154* Port *Iron* Character in Register Book. *9. 75*

REPAIRS, OR EXAMINATION AS PER RULE *Repairs.*

Cause of Repairs to be clearly stated.

This vessel during her late voyage from London to Shanghai laden with general cargo stranded on a coral reef in the Amoy Passage on the 10th October last, made a great deal of water, and had to jettison cargo to enable the crew to get her off the reef. They also encountered a hurricane on the 29th November last, in which they lost some sails and sustained other damage hereafter mentioned. On the 30th Nov. finding they were unable to slab the ship free, there being at times between six & seven feet of water in the hold, bore away for Sing Kong, and arrived here on the 3^d December last.

On examination in dry dock, I found the following damage to the vessel's bottom. Port side, between Main & Mizzen mast, 1 plate in garboard, 3 plates in second strake and 1 plate in third strake deeply bulged between the floors, also 1 plate in second strake,

Present Condition of the	Rivets	Windlass and Capstan
Decks <i>Good</i>	Treenails <i>in good order & secure</i>	<i>in good order</i>
Waterways	Breasthooks and Stemson <i>Good & secure</i>	Pumps <i>two</i>
Comings	Transoms, Pointers, and Crutches <i>"</i>	Boats <i>three</i>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings <i>Good</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings	Ditto Ditto at other places <i>"</i>	Condition, how ascertained <i>by general observation - the vessel appears strong</i>
Planksheers	Keelsons <i>in good condition</i>	Sails <i>Complete & in good order</i>
Sheerstrakes	Clamps and Shelves <i>"</i>	Anchors No. of <i>5 B. 1 S. 2 Kedges</i>
Topsides	Ceiling <i>"</i>	Cables <i>270 fathoms Good</i>
Wales	Rudder <i>"</i>	Hawsers and Warps <i>Hawsers 1, Swivel</i>
Plank (Bottom) and Counter	Copper <i>Paint</i> When put on <i>at date</i>	Standing & Running Rigging <i>wire & hemp good</i>
Engine Room Skylights	Caulking of <i>"</i>	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways <i>at date</i>	
General Observations, Opinion as to Class, &c.	Scuppers <i>Good</i>	Cargo and Main Hatchways <i>Good</i>

This vessel is now in a good & efficient state of repair, fit for the conveyance of dry & perishable goods to & from all parts of the world, and in my opinion merits the favorable consideration of the Committee, to be continued in her present 100 A 1 Character as classed.

The Amount of Entry Fee ... *£ 3 m 16²⁵* received by me, *£ 124⁷⁵*
 Special ... *£ 108* Jan. 1879
 Certificate (if required) ... *£*
 (Travelling Expenses, if any, £)

Committee's Minute

Character assigned

11th March, 1879.

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



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Lloyd's Register
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100 A 1
S.S. W 1-79
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1 plate in third strake, and 1 plate in fourth strake broken, & several
 Nail, Butt & frame rivets started. Starboard side abreast mainmast
 1 plate in garboard, 2 plates in second strake, and 1 plate in third strake
 badly bulged between the floors, & several Nail, butt, & frame rivets started.

On removing the close ciling in the vicinity of the damage,
 I found the floors above the line of cement, the reverse frames, Kelsons
 stringers, and the plating frames & reverse frames above the close ciling
 all covered with rust blisters, (caused by the wash of sea water in
 the hold), requiring the close ciling to be lifted fore & aft to admit
 of these parts being scraped & painted.

Losses of Sails &c during the voyage, 1 Foresail, 1 Lower Fore topsail,
 1 Upper Main topsail, 1 Mizzen topsail, 1 Fore topmast staysail,
 1 Main topsail, 1 Mainsail, 1 Lib, 2 Longallant sails, 1 Main top-
 gallant staysail. Spars, 1 Mizzen topsail yard. All lanyards
 of lower & topmast rigging badly chafed.

Ropes whilst stranded, one 13th Hawser, one 5th warp, one coil 4thth
 Bolt rope, 1 ad 3thth, one coil of Manila 2thth & 50 fathoms 2thth
 hump, & one coil Ratline stuff all chafed cut & destroyed, 1 Kedge
 Anchor 7¹/₂ cw. & 60 fathoms Stream chain slipped & lost.

Repairs, All close ciling lifted right fore & aft, & New bottom
 plates fitted, two having fractured during the process of straightening
 the other seven bulged plates successfully straightened & replaced,
 several started Nail, frames, & butt rivets removed, all the Kelsons,
 stringers, floors, and the frames & inner surface of the plating above
 the close ciling in lower hold scraped clean and painted, all butt
 cement carefully removed, and the close ciling relaid & main
 & Reef decks caulked, during the progress of the before mentioned
 repairs, I made a careful examination at various times, & found
 the New work well executed, and all the rivets secure.

The outside plating has been scraped clean & painted from the
 bow to the stern.

All the before mentioned losses of Sails, Hawser ropes, spars,
 and Kedge Anchor & chain have been made good, and the vessel
 is now in the same sound, & well equipped, and seaworthy con-
 dition she was before the stranding.

A. H. Cairns