

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 23/3/80.)

120
in Survey held at Copenhagen Date, first Survey 27th January Last Survey 20th March 1880
on the British S.S. William Burkitt Master Treeman
Tonnage under Tonnage Deck 1771
Ditto of Spar Deck, or Avning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Free Space, as per Rule
Register Tonnage, out on Beam
Engine Room
Reg. Tons as Stmer, cut on Bm. 1292
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
First Survey, No. 24760 Port Newcastle Iron
PAIRS, OR EXAMINATION AS PER RULE
Cause of Repairs to be clearly stated.

Steamship "William Burkitt," coming from Gulf of Mexico loaded with Cotton bound for Peral, stranded on Coast of Sweden at Trelleburg in Decbr 1879. Salvage Company of Copenhagen sent assistance and by discharging cargo she got afloat and came to Copenhagen the 17th January by. and was on the Slipway on the 27th same month. She proved to be very much damaged on both sides of her Bottom and apparently severely shaken all over her Hull. She is now repaired very extensively as here set forth viz.

Starboard Bottom				Port Side			
A	Strake	6 new Plates	10 ditto straightened	A	St.	17 ^{new}	7 old
B	do	14 new	do	B	do	15	6
C	do	17 new	2 do	C	do	14	6
D	do	12 new	0 do	D	do	2	4
E	do	9 new	0 do	E	do	1	0

Plates in whole Number 107 New and 48 old put on.

Present Condition of the		Treenails		Windlass and Capstan	
Decks	Good	Breasthooks and Stenson		Pumps	Good
Waterways	Good	Transoms, Pointers, and Crutches		Boats	4 Good
Comings	Good	Timbers of the Frame at the openings		Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places		Condition, how ascertained	
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Sails	Sufficient and Good
Planksheers		Clamps and Shelves		Anchors	No. of 300 lbs 1st 2 2nd 3rd
Sheerstrakes		Ceiling	new new Good	Cables	270 fms. To be tested
Topsides	Good	Rudder	Good	Hawsers and Warps	Sufficient and Good
Wales	Good	Copper (or Y.M.)	When put on	Standing & Running Rigging	Good
Plank (Bottom) and Counter		Caulking of Deck & Hull done			

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo and Main Hatchways Good Hatches Good
General Observations, Opinion as to Class, &c. The William Burkitt S.S. is now after

her heavy repairs, strong and good as ever she was when first started, and judged fit to carry dry & perishable goods to & from any parts of the Globe, and I do beg to recommend her for Continuation of her original and passport Character in Lloyd's Book of 100 A. requesting the Committee to grant Certificate to that effect forwarded to Owners Messrs. Laros & Lupton & Co. London

The Amount of Entry Fee £ 3 : 0 : 0 received by me, J. S. Lanning
Special £ 12 : 12 : 0 do do
Certificate (if required) £ 0 : 5 : 0
to be sent as per margin...
Travelling Expenses, if any, £ 1 : 0 : 0 15. 17. 0

Committee's Minute Tuesday, March, 25, 1880.

Character assigned 100 A
T.B.M. Dock 10

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



Repairs on Sundries

12 Frames in main hole strengthened with suitable angle iron on the
 2 sides in the side the side the side the side the side, Port side
 4 Floor plates about midships ^{taken out} and very strongly repaired.
 3 Reverse Frames new side.
 3 Angles put new under Lower deck stringer plate.
 8 Frames in Engine room the side backed with suitable angles
 2 do in do port side likewise with ditto ditto
 10 new Angles (Collars) put into the Waterballast Tank on its side
 2 Frames the side and 2 ditto port side put in in After hole and its Tank &
 a large number of Frames straightened and riveted. Bulk head
 between Main and Forehole straightened and stiffened with B.I. iron
 and riveted. The Bulkhead between the forepart of Machinery and
 likewise stiffened with B.I. iron and riveted. After Machinery bulkhead
 also riveted.
 10 Beam Pillars in main hole taken out and straightened, new put
 in. new bolts given to all the pillars.
 2 Case beams separated, straightened and riveted.
 Theelson and Sidekeelsons worked straight and riveted.
 Iron deck repaired where required. Upper wooden deck bolts secured
 Hatch beams straightened and repaired.
 Keel had one of its lengths taken out for straightening, and
 Bolt and rivet along the Keel has been renewed, and I may
 finally add, that a "total riveting" from Keel to sheerstrake
 has taken place under this repair. except where not needed.
 3 Case beams in After hole separated and riveted.
 7 Beam Pillars in side straightened.
 2 Plates put new into Shaft tunnel and 2 arched ditto also put
 The Ceiling in the different compartments laid down new one
 needful, on top of Tanks likewise. Inner surface of plating,
 was exposed for view, was scraped and had 2 coats of patent paint
 New Cement laid down up to Bilge top from fore to aft.
 Binnacle, was lifted and with its belongings & steering gears
 all brought in good order.

Machinery & Boilers overhauled by Mr. Kinder
 machine Surveyor in the place and pronounced in full order.

When the Vessel in question again was launched
 off the Slipway the Waterballast Tank was tested with a head
 of water up to light water mark as per Rules and found tight.
 I can vouch for good materials and workmanship having
 been expended in repairing this Vessel

Copenhagen 20. March
 1880
 J. I. Sørensen
 Lloyd's Register
 Foundation