

REPORT of SURVEY for REPAIRS, &c.

No. 4550 2007 4552 Survey held at Cardiff Date, first Survey 24 Feb Last Survey 25 April 1879
 Reg. Book. on the "Daisy" Master Storey
 Tonnage under Tonnage Deck 523 Built at Whitby When built 1873 MONTH. 5
 Ditto of Spar Deck, or Awning Deck Owners J. Turnbull & Sons Port belonging to Whitby
 Ditto of Poop Residence Whitby
 Ditto of Raised Qr. Dk. Gross Tonnage 115 Bl. from built Turnbull Destined Voyage Switzerland
 Ditto of Houses on Deck Register Tonnage, cut on Beam Engine Room 418 Surveied Afloat or in Dry Dock Mount Stuart Dry Dock
 Reg. Tons as St' mer, cut on Bm. Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 24834 Port Iron Classed 911 A. 1

REPAIRS, OR EXAMINATION AS PER RULE Placet of Damage by Shanding. (Special Report)
 Placed on blocks in Dry Dock, scraped and cleaned externally & internally. The ceiling in Holds, and Platforms on Tank Tops, all removed, and the cement broken out of the Bottom, fore and aft. The boiler lifted. Stairways & Angle Irons connected with the same, removed. The Butt straps on the Bilge strakes, and in several other strakes of plating between the upper turn of Bilges and Garboards, principally removed, and the greater part of the Rivets in the Landing edges, from strake above Bilges to Keel, cut out for about ninety five feet of vessel's length. - Removed, and Renewed, on Starboard side in Garboard strake, one plate, in 2nd strake, the stem plate and seven others, in 3rd strake, one plate, in 4th strake Four Plates, in 5th strake one plate, in 6th strake, one plate; - On Port side - In Garboard strake one plate next stem, and one other plate, in 2nd strake, ten plates, in 3rd strake five plates, in 4th strake, two plates, in 5th strake, three plates, in 6th strake, three plates. P.V.O.

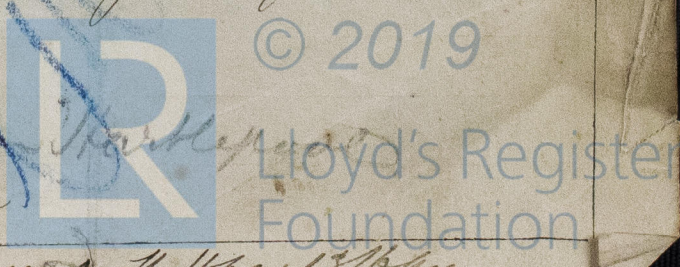
Present Condition of the		Treenails		Windlass and Capstan	
Decks	<u>Good</u>	<u>Plates part new.</u>	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<u>Examined</u>
Plank sheers	"	Keelsons	"	Sails	<u>well found</u>
Sheerstrakes	"	Clamps and Shells	<u>Stringers &c</u>	Anchors	No. of <u>3 B. 1 & 2 K</u>
Topsides	<u>Plating</u>	Ceiling	<u>part new</u>	Cables	<u>20 fms</u>
Wales	"	Rudder	<u>Paint and</u>	Hawsers and Warps	<u>New. & Good</u>
Plank (Bottom) and Counter	"	Copper	<u>element</u> When put on	Standing & Running Rigging	<u>Efficient</u>
Engine Room Skylights	<u>Good</u>	Caulking of	<u>Good</u>	Cargo and Main Hatchways	<u>do</u>
Coal Bunker, Openings, Lids, &c.	<u>do</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>do</u>
Scuppers	<u>do</u>				

General Observations, Opinion as to Class, &c.
 Repairs having been effected as here reported, and the vessel placed in Good, and efficient condition, she is eligible in my opinion to remain as classed 911 A. 1

Special Damage - £ 8. 8. 0
 The Amount of Entry Fee ... £ 2. 0. 0 received by me, Henry J. Turrell
 Special ... £ 6. 6. 0 16/5 1879
 Certificate (if required) ... £ 6. 5. 0 Total £ 23. 5. 0
 Committee's Minute 20th May, 1879
 Character assigned Deferred
 Surveyor to Lloyd's Register of British and Foreign Shipping.

The Surveyors are requested not to write on or below the space for Committee's Minute.

1879/491-0421



"Daily"

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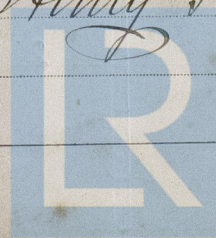
Plates, making in all, Forty one plates, on account of being fractured & otherwise damaged, the Floor Plate in the Fore Tank and Two Upper plates amidships, repaired by fitting Doubling Plates, Two Frames, and Reverse Angle Irons in Bunkers, repaired by bottom Angle Irons, well riveted, Four Bunker Plates on each side, renewed, The Riveting of Frames, below bilge in Engine and Boiler Rooms, also in Landing Rides of Plating, renewed from upper turn of Bilges to Keel, for about ninety five feet amidships, and about three fourths of the Keel rivets renewed. The Stem & Stern Post, also riveted to about the Light Water Line, Butt Straps renewed along the Bilges, keel riveted, and several other Straps in Bottom plating refitted, and riveted. An additional Intercoastal Keelson fitted on each side, with Double Angle Irons on Tops of Floors, between the existing Bilge Angle Irons, Stringers, and Centre Line, extending from the After Engine Room Bulkhead, through the Engine and Boiler Rooms, about ten feet into the fore Ballast Tank, total length about eighty five feet, for the purpose of strengthening the Bottom, and compensating for the excessive straining to which the vessel has been subjected; new leading Plates with Angle Irons fitted and Boiler repaired, several hatch plates in Ballast Tanks refitted, and some Plates in Tank Tops removed to facilitate repairs, replaced, or renewed, some plates in the Stole renewed, Beam Pillars in Holds repaired and reset, cement in Bottom renewed fore, and aft, Ladders and Platforms replaced or renewed, and Tanks retested, some lengths of Plank in Poop, Bridge, and Forecastle Decks (about 65 lineal feet) renewed, and the Weather Decks all recaulked, Rails and Stanchions on Bridge repaired also the Top Gallant Bulwarks, Engine Room Hatchway, and Skylights, New Bollards fitted on Poop Deck, New After Steering Wheel fitted, and Steering Gear made efficient, The Windlass, and Steam Whinches repaired, some Steam pipe beatings renewed, Hatches all renewed, and the greater part of cargo shifting Boards replaced; - The Air Boat, and fittings to be supplied, Length of Main Rail on Starboard Quarter renewed and new leading Chocks fitted; a quantity of Deck Fittings, repaired or renewed, and the vessel well painted, Externally, and internally.

Now Supplied.

100 fms 10 in Towline, 120 fms 5 1/2 inch, 120 fms 6 inch, Two lengths, each 120 fms 8 inch, Haulers, and four warps or hauling lines (4 1/2 to 4 3/4 in) each 120 fms - Sundry coils of Rope, Running Gear, &c.

The New Square Sail, Tarpaulins for Hatches, and sundry articles of Equipment.

Henry J. Lyrnell.



Lloyd's Register
Foundation