

REPORT of SURVEY for REPAIRS, &c.

No. 53

No. in Survey held at *Saint Nazaire*
Reg. Book. *145* on the *Screw Steamer "Dee"*

Date, first Survey *2nd April* Last Survey *6th April* 1880

Master *Pettit*

TONNAGE under Tonnage Deck *262*
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 *304*
Crew Space, as per Rule
Register Tonnage, cut on Beam *196*
Engine Room
Reg. Tons as St^rmer, cut on Bm.

Built at *Aberdeen* When built *1873 September*
Owners *Louis & James Transit Co^l Limited* Port belonging to *London*
Residence *81 Great Tower Street - London*
By whom built *Hall* Destined Voyage *London - St. Nazaire*
If Surveyed Afloat or in Dry Dock *Dry Dock*

Length of Poop *16* ft. Ditto, Forecastle *56* ft. Ditto, Raised Quarter Deck *56* ft. Years assigned. *90A1* Character in Register Book. *SS No. 1.76. 978 12.79*

Last Survey, No. *26665* Port *Port*
REPAIRS, or EXAMINATION AS PER RULE *Special Survey No. 2.*
Cause of Repairs to be clearly stated.

Having received the *2nd April 1880* a telegram from Her ^{British} Majesty's Vice consul at *St. Nazaire* requesting me to survey the repairs of the damages sustained by the S. S. "Dee", I went the same day to *St. Nazaire* and there in presence of the Vice Consul, the Owners' Agent, the Captain and the foreman of the "Ironwork Department" of the *Cie G^e Transatlantique* I inspected inside & outside the above named vessel then lying in the dry dock, and this is the result of my enquiries and inspection:

On the *27th March* last, the S. S. "Dee" was making for *St. Nazaire* and when passing by the "Ratzen Saint" was overtaken by a very thick fog which obliged her to stop. In that part of the coast, the currents are very strong and the vessel was drifted on some rocks which caused rather serious damage.

On examination I found: that the Stem Post from the keel to 5 inches above had been partly broken - that the rivets in the Garboard Strake for a length of 6 feet 6 inches had been broken and severely shaken - that on Port at a distance

Present Condition of the

Decks	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stenson	<i>Good</i>	Pumps	<i>do</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>by inspection</i>
Planksheers	<i>"</i>	Keelsons	<i>Good</i>	Sails	<i>Complete & good</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>do do</i>
Topsides	<i>"</i>	Ceiling	<i>Good</i>	Cables	<i>do do</i>
Wales	<i>"</i>	Rudder	<i>Repaired & Good</i>	Hawsers and Warps	<i>do do</i>
Plank (Bottom) and Counter	<i>"</i>	Copper (or Y.M.)	<i>When put on</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>		
General Observations, Opinion as to Class, &c.	<i>I am of opinion that this steamer deserves to be maintained in the character she actually bears in this Society's Register Book viz 90A1. with the record Special Survey No. 2.</i>				

Registering Repairs
The Amount of Entry Fee ... £ 1 : " : " received by me, *£16-5-0*
Special ... £ 4 : " : " *8th April 1880*

Certificate (if required)
to be sent as per margin... £ " : 5 : "
(Travelling Expenses, if any, £ *1-0-0*)

Committee's Minute *Friday, April 16th 1880*

Character assigned *90A1*

See after repairs completed
Letter 16/4/80 on the engine
TRW S.S. No 2-80

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



© 2019

Lloyd's Register Foundation

IRON 492-0510

of about twenty feet from the stem a plate in the second strake above that of Garboard had been staved in and had caused a considerable leak - this plate was underneath the double bottom forming the fore water ballast, so that the water ballast only got filled with water at the time of the accident. I ordered this plate to be changed - that on Port, at a short distance from the stem a plate in the first strake above that of Garboard had been bent in - it is necessary that this plate should be straightened and its rivets changed. - that on the same side Amidships several rivets which had been shaken required to be changed - that on Starboard amidships a plate in the third strake above the Garboard strake had been slightly damaged and a frame broken - it will be necessary to repair the plate and to strengthen the damaged frame - a few rivets will have to be changed. - That the iron plates of the rudder had been damaged and required to be changed. - that the planking of the quarter deck had been slightly loosened owing to the shock of the vessel on the rocks and required to be newly caulked. The piece of the stem post which had been partly broken must be changed & well fitted, and on each side a bar of iron 3'-3" long, $4\frac{3}{4}$ " wide & $\frac{9}{16}$ " thick will have to be placed, riveted with the stem post - the keel and the Garboard strakes.

On each side several strakes of ceiling have been removed in order to inspect the plating inside and the cement which was found good but will have to be renewed in the damaged parts. And as it was necessary that the "Dee" should receive the "Special Survey No. 2" I took this opportunity to examine her according to all the requirements of the above named survey.

On the 6th April I again went to St. Nazaire to see whether the repairs I had ordered to be made were finished and to satisfy myself of the quality of the workmanship. - All the repairs I had advised have been fully and ^{very well} ~~carefully~~ carried out and the work has been done to my entire satisfaction. The vessel will leave the dry dock on the 7th April in a very good condition of seaworthiness.

The Engines & boiler have not been damaged, I examined these and found them in good condition.

The Masts, sails, standing and running rigging and general equipment are complete and in very good state.

G. Herbert
for ship