

# REPORT of SURVEY for REPAIRS, &c.

No. 14930

No. in Survey held at *North Shields* Date, first Survey *28<sup>th</sup> May* Last Survey *15<sup>th</sup> July* 1880  
Reg. Book. *653* on the *S.S. "Alster"* Master *Rance*

TONNAGE under Tonnage Deck *688*  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of Raised Qr. Dr.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *709*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St'mer, cut on Bm. *577*  
Built at *Newcastle* When built *1867* - *5*  
Owners *Powley, Thomas & Co.* Port belonging to *Cardiff*  
Residence *Bute Dock, Cardiff*  
By whom built *Schlesinger & Co.* Destined Voyage *Cardiff*  
If Surveyed Afloat or in Dry Dock *Pawcens's Shipway*  
(State Name of Dock)  
Length of Poop *✓* ft. Ditto, Forecastle *✓* ft. Ditto, Raised Quarter Deck *✓* ft.  
Classed *4.64*

Last Survey, No. *Port*  
REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. 3*  
Cause of Repairs to be clearly stated.

*Now done, The vessel placed on a patch shipway; the hold cleared and proper stages made inside & outside; all the close ceiling in the hold and all cargo battens removed; the coal bunkers cleared, & the whole of the frames, stringers, hooks, floor-plates, Keelsons, Beams, Rivets and the inner surface of plating exposed; all oxidation has been removed by chipping & hammering, also from the outer surface of shell plating ribs, keel, stem, stemposts & Rudder; The windlass examined and the chain cables ranged on deck & found good & sufficient. Renewed, the after length of keel about 34 feet in length; all the garboard plates on each side with 9/16 plates, and 88 plates of the bottom and bilges; The top of ballast tanks removed and refitted & rivetted; the after part of upper deck flat renewed; the inner surface of shell plating from bilge to bilge coated with Portland Cement.*

Present Condition of the	Decks	Transoms	Rivets	Windlass and Capstan
<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways	"	Breasthooks and Stemson	"	Pumps <i>Metal</i>
Comings	"	Transoms, Pointers, and Crutches	"	Boats <i>3 1/2</i>
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c. <i>In: when practicable</i>
Lower Deck Beams & Fastenings	<i>and firm</i>	Ditto Ditto at other places	"	Condition, how ascertained
Planksheers	<i>Good</i>	Keelsons	"	Sails
Sheerstrakes	"	Clamps and Shelves	"	Anchors No. of <i>3 1/2, 1 1/2, 2 1/2</i>
Topsides	"	Ceiling <i>New</i>	"	Cables <i>255 fath. 1 1/2 &amp; 1 1/4</i>
Wales	"	Rudder	"	Hawsers and Warps <i>one new</i>
Plank (Bottom) and Counter	"	Copper <i>(or iron) Cement</i> When put on <i>1880</i>	"	Standing & Running Rigging
		Caulking of Bottom, Deck, & Waterways	<i>Good</i>	

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 rules for S.S. No. 3 being fully complied with and the vessel now put in good & efficient state of repair, we respectfully recommend her to the Committee's favorable consideration, to be classed 80 A.T. and to be marked in the Register book S.S. No. 3-80.*

The Amount of Entry Fee ... £ *5* : - : - received by me, *W.S.*  
Special ... £ *9* : 9 : - *26<sup>th</sup> July 1880*  
Certificate (if required) to be sent as per margin... £ : 5 : -  
(Travelling Expenses, if any, £ -)

Committee's Minute *Friday, July, 30<sup>th</sup> 1880*

Character assigned *Now 80 A 1*  
*Cen 80 S.S. No. 3-80*

*James Davidsons*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
The side plating of this vessel being  $\frac{1}{8}$ " thinner than required by the Rules for the 80 A 1 class, the topside strake has been doubled with  $\frac{1}{4}$ " plating as compensation, which in view of the close spacing of the frames and thicker bottom plating might be deemed satisfactory and it is submitted the vessel appears to merit the favorable consideration of the Committee to be classed 80 A 1 as recommended instead of 80 A 2 as at present assigned.

Portland Cement; the shape of topside plating next below the Sheerstrake doubled with  $\frac{9}{16}$  plating for about half length amidships and the greater portion of the close ceiling including that upon the top of the water-Ballast tanks, and the cargo battens replaced with new material; The fore & main masts scarphed and the rigging overhauled & refitted; The inner surface of the shell plating frames, reverse bars, stringers, beams, floors &c coated with 2 coats of paint, and the outer surface of shell plating coated with 2 coats of paint.

The Ballast tanks tested to a head of water not less than the height of the load line of the vessel & proved to be satisfactory, and scarcely any deterioration whatever could be observed in the thickness of the various scantlings.

James Gibson  
J. Davidson