

# REPORT of SURVEY for REPAIRS, &c.

No. *4916* *27592*  
 No. in Survey held at *Hull* Date, first Survey *10th March* Last Survey *30th August* 188*0*  
 Reg. Bk. *394* on the *Iron Steamer "Whang" late Albion* Master *Saulsby*  
 TONNAGE under Tonnage Deck *814.84* Built at *Hull* When built *1861*  
 Ditto of Spar Deck, or Avoing Deck *230.18* Owners *J. Wilson Sons & Co* Port belonging to *Hull*  
 Ditto of Poop *14.76* Residence *Commercial Road, Hull*  
 Ditto of Raised Or. Dk. *1066.28* By whom built *Samuelson* Destined Voyage *to Hamburg*  
 Gross Tonnage *1066.28* If Surveyed Afloat or in Dry Dock *On Slip-way and afloat*  
 Crew Space, as per Rule *28.41* (State Name of Dock)  
 Register Tonnage, cut on Beam *346.15*  
 Engine Room *346.15*  
 Reg. Tons as St mer, cut on Bm. *346.15*  
 Length of Poop *126* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft.

Last Survey, No. *220* Port *Iron* Classed *5.68*  
 REPAIRS, OR EXAMINATION AS PER RULE *S. S. No 3, and Repairs*  
 Cause of Repairs to be clearly stated. *omitted*

*Land on blocks on slip-way and the hull and bottom examined. The holds cleared and stags made both inside and outside. All the close ceiling removed on each side, fore and aft; the Railers & floor of engine removed, with the whole of the iron work thoroughly freed from oxidation, and the iron work, cementing &c, white. Thus exposed carefully tested, also the shell plating drilled in places where deemed necessary, and found good and sufficient. The decks with fittings in same, and the equipment attended to.*

*Repairs &c now done*

Present Condition of the	Good	Bad	Good	Good
Decks	Good	Bad	Treenails	Good
Waterways	do		Breasthooks and Stemson	do
Comings	do		Transoms, Pointers, and Crutches	do
Upper Deck Beams & Fastenings	do		Timbers of the Frame at the openings	do
Lower Deck Beams & Fastenings	do		Ditto Ditto at other places	do
Planksheers	do		Keelsons	do
Sheerstrakes	do		Clamps and Skelfs	do
Topsides	do		Ceiling (fair new)	do
Wales	do		Rudder	do
Plank (Bottom) and Counter	do		Copper (or Y.M.)	When put on
Engine Room Skylights	Good		Caulking of	Good
Coal Bunker, Openings, Lids, &c	Good		Bottom, Deck, & Waterways	Good
General Observations, Opinion as to Class, &c.	The requirements of Special Survey No 3 have now been fully complied with and the vessel put into a good and efficient state of repair, fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world. We by this recommend it to be re-classed B. 1. (as formerly) and to be noted S. S. No 3. 80, in the Register Book.			

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The Amount of Entry Fee ... £ *3* : .. : .. received by me, *M. N.*  
 Special ... £ *10* : *10* : .. *10/9/80*  
 Certificate (if required) to be sent as per margin... £ *5* : .. : ..  
 Travelling Expenses, if any, £ *—*  
 Committee's Minute *Friday, September 17th, 1880*  
 Character assigned *B. 1.*  
*John B. Sturges*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 This vessel appears eligible to remain classed as recommended by B. 1. S. S. No 3. 80.  
 Lloyd's Register Foundation  
 IRON 494-0424  
 7/9/80



97592, Long  
New Beams spaced every 3 feet. Extended Poop 136 feet in  
length fitted; frames  $4 \times 3 \times \frac{7}{16}$  spaced 3 feet apart, and efficiently  
scarphed to the old frames. Side plating  $\frac{5}{16}$ , and sheerstrake (main)  
doubling plate  $2 \frac{1}{4} \times \frac{7}{16}$ . Poop Beams  $5 \frac{1}{2} \times 3 \times \frac{7}{16}$ , 3 feet apart;  
thru-plating  $3 \frac{1}{2} \times \frac{7}{16}$ , with knee angles  $3 \times 3 \times \frac{7}{16}$ , and tie plate on  
each side  $12 \times \frac{7}{16}$ . Poop Bulkhead  $\frac{5}{16}$  efficiently stiffened with  
angle iron &c. In way of the new space poop frames three  
pairs of partial New Bulkheads have been fitted as per  
letter of 29<sup>th</sup> April 1880. New Bulwarks, stanchions and Rails  
fitted from Forecastle to Poop. The old thru-plating  
in way of Railer space, on each side, renewed, and the  
main and hold beams in way of Engine and Railer space  
made good. The stern post and Rudder repaired, and  
a number of Rudder frames in Railer space repaired. The  
Cementing of bottom repaired in places, and the Close  
Cilindric fitted, and renewed where found necessary. New  
Windlass fitted, and the hatch Comings, and general  
deck fittings renewed. Poop deck laid of  $3 \frac{1}{2}$  inch pine with green-  
hair-matting plank. Masts, spars, Rigging, Steering-gear, Pump,  
valves &c. overhauled, and the hull bottom and outside cleaned  
and painted. The tracing relating to this case and referred to  
in the Letter of 29 April 1880, is attached to this Report.

James M. Neil  
John B. Stevens.