

REPORT of SURVEY for REPAIRS, &c.

No. 305914.

No. in Reg. Book. Survey held at London Date, first Survey 2 Sept Last Survey 22 Oct 1879

Ship "City of Quebec" Master G. Falconer

TONNAGE under Tonnage Deck 664
 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 729
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 708
 Engine Room
 Reg. Tons as St. mer, cut on Bm.

Length of Poop 29 ft. Ditto, Forecastle 8 ft. Ditto, Raised Quarter Deck 8 ft.

Last Survey, No. 22146 Port Iron Classed S.S. Lanchester 74 S.S. Lanchester 78

REPAIRS, OR EXAMINATION AS PER RULE for Damage, &c.

Now done: The whole of the wood stanchions and berthing, and the beams and deck of the monkey forecastle, removed also the wood knightheads and hawse timbers and the hawse pipes. New forecastle fitted of iron. The frames $4 \times 3 \times \frac{7}{8}$ spaced 21 to 24" apart, connected to the main stringer plates by welded knees, others extending 3 feet below the same; forecastle beams $5 \times 3 \times \frac{7}{8}$ with bracket plate knees, and having stringer plate $16 \times \frac{3}{8}$ on their ends. The main deck beams plated over between the stringer plates for two beam spaces at extreme fore end and the sheerstrake doubled around hawse pipes. An iron bulkhead plate fitted in way of knightheads. Gunwale angle iron on outer edge of main stringer plate extended.

| | | | | |
|----------------------------------|-------------|--|-----------------|---|
| Present Condition of the | | | | |
| Decks | <u>Good</u> | <u>Greenails Rivets</u> | <u>Good</u> | <u>Windlass and Capstan</u> |
| Waterways | <u>"</u> | <u>Breasthooks and Stemson</u> | <u>"</u> | <u>Pumps</u> |
| Comings | <u>"</u> | <u>Transoms, Pointers, and Crutches</u> | <u>"</u> | <u>Boats</u> |
| Upper Deck Beams & Fastenings | <u>"</u> | <u>Timbers of the Frame at the openings</u> | <u>"</u> | <u>Masts, Yards, &c.</u> |
| Lower Deck Beams & Fastenings | <u>"</u> | <u>Ditto Ditto at other places</u> | <u>not seen</u> | <u>Condition, how ascertained from Deck & Enquiry</u> |
| Planksheers | <u>"</u> | <u>Keelsons</u> | <u>Good</u> | <u>Sails</u> |
| Sheerstrakes | <u>"</u> | <u>Clamps and Shelves</u> | <u>"</u> | <u>Anchors No. of</u> |
| Topsides | <u>"</u> | <u>Ceiling</u> | <u>"</u> | <u>Cables</u> |
| Wales | <u>"</u> | <u>Rudder</u> | <u>"</u> | <u>Hawsers and Warps</u> |
| Plank (Bottom) and Counter | <u>"</u> | <u>Coating Copper, or Bottom When put on</u> | <u>now</u> | <u>Standing & Running Rigging</u> |
| Engine Room Skylights | <u>"</u> | <u>Caulking of</u> | <u>Good</u> | <u>Cargo and Main Hatchways</u> |
| Coal Bunker, Openings, Lids, &c. | <u>"</u> | <u>Bottom, Deck, & Waterways</u> | <u>Good</u> | <u>Hatches</u> |
| Scuppers | <u>"</u> | | | |

General Observations, Opinion as to Class, &c. This vessel is now in good and

efficient condition and eligible in our opinion to

remain as at present classed

The Amount of Entry Fee ... £ 2 : : : received by me, J. Will

Special ... £ 3 : 3 : - 23/11/18

Certificate (if required) ... £ : : : Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute 24th October, 1879.

Character assigned * A 1

Sp. Damage 45. 5/-

record damage repair

TBW

180N 496-0171

28278. Iron

forward in way of new forecastle plating which is $\frac{5}{16}$ " thick.

The forecastle deck refitted & partly renewed, and several shifts of main deck at the fore end renewed.

New main waterways, and bow rails now fitted in way of new forecastle. also new knightheads, transporting chock, &c.

Also double buttstraps fitted to Main stringer plate on each side in the third beam space before fore hatch.

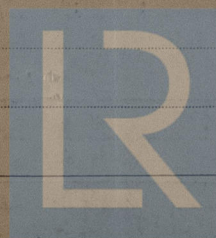
Ten bulwark stanchions on port side and three on starboard side renewed, also part of the bulwark and rails.

The plating in tween decks from about 20 feet abaft fore mast forward chipped and repainted.

The rudder repaired and the bottom cleaned and repainted. - Main Deck caulked from fore mast forward.

The floors &c examined as far as clear of ballast and found good. —

C. Edwards.
Wm. C. Levey



© 2019

Lloyd's Register
Foundation