

28566
REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 18/12/80)

Survey held at *Liverpool N. S. W.* Date, first Survey *June 24/80* Last Survey *July 30/80* 1880
Boat No. *52* on the *'Corea'* iron built *Screw Steamer* Master *James Lowrie*
TONNAGE under Tonnage Deck *549*
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *506*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *382*
Built at *Port Glasgow* When built *1875* *September*
Owners *Charles Garburg* Port belonging to *Liverpool N. S. W.*
Residence *London*
By whom built *Russell* Destined Voyage *Queensland Port*
If Surveyed Afloat or in Dry Dock *on Waterview Patent Slip. and afloat*
(State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *104* Character in Register Book. *A1 1.77*
Last Survey, No. *18030* Port *Port* Classed *104*
REPAIRS, OR EXAMINATION AS PER RULE *for Special Survey at 12 1/2 pm Aug 5/80*

Cause of Repairs to be clearly stated.
The vessel has been hauled up on Patent Slip. bottom examined and repaired as hereafter particularised - inside and outside, and found in good condition. Ballast tanks scraped inside and recommended, and tested by head of water to height of the light load line, and proved to be tight. ceiling in chain hold, and cement, all renewed, and a shake of ceiling removed in each of the other compartments. cement examined and made good. part of the deck on Ballast tanks lifted, cement repaired, and made good. all iron work inside from Stern to Stern wherever same was accessible, shipped and repainted. cables ranged, Pins of the same all marked and made good. Iron shaft funnel, shipped inside and outside, and recoated, and cement renewed in after compartment.

Special facilities than usual were afforded for above mentioned examination in consequence of large repairs having been rendered necessary in consequence

Present Condition of the					
Decks	Good	Treenails	Good	Windlass and Capstan	Good
Waterways	do	Breasthooks and Stemson	do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches	do	Boats	4 Boats. do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	see by Carpenter
Plank sheers	do	Keelsons	do	Sails	complete Good
Sheerstrakes	do	Clamps and Shelves	do	Anchors	No. of 3 B. 1 P. 1 H.
Topsides	do	Ceiling	do	Cables	120 fms 1/4 110 fms 1/2 good
Wales	do	Rudder	do	Hawsers and Warps	2 good
Plank (Bottom) and Counter	do	Copper (on Y.M.)	Counters When put on July 80	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of	Good		
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	Cargo and Main Hatchways	Good
Scuppers	Good			Hatches	Good

General Observations, Opinion as to Class, &c. *The extensive repairs done to this vessel in consequence of the damage she sustained by stranding, has exposed her to a very careful examination, and in excess of that required by rules for S. S. W. S. she is now in thorough good order, fit for conveyance of any perishable cargo, and from all parts of the world, and in my opinion merits the confidence of the Committee, and should be allowed to retain her class.*

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me, }
Special ... £ 13 : 13 : 0 21 Dec 1880 }
Certificate (if required) } £ : 5 :
to be sent as per margin... }
(Travelling Expenses, if any, £)
Committee's Minute *Tuesday, December, 14th 1880.*

Character assigned *100A*
17/12/80
100A
S.S. No 1-80
ROBT. EDM. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

(Insert Character precisely as in Register Book.)

TECHNICAL-0083

consequently of the vessel having stranded on a reef off Clarence Island in Torres Strait, and damaged as follows —

In Main-Hold, immediately before Ballast Tank, six floors had been partly renewed with best Baileys Plate of same dimensions as original floors. The new part of these floors extend from the wing to opposite side of keel, and are secured where they butt on original floors by a back-shape on each side, the whole depth of the floor. A reversed angle iron $3 \times 3 \times \frac{1}{2}$ is also rivetted along upper edge of floors of these floors — and the reversed angle iron connecting the frames at their butts on keel, and now made long enough to extend over and beyond these butts in the floors.

Five other floors in same locality which were cracked only had some back-shape and reversed angle iron fitted at the fractures.

On Port side in the stateroom next the keel stateroom, the 4 and 5th plates aft from stem have been renewed. The 2nd and 3rd plates have been cut out, remoulded and restored to their original places.

On Starboard side, in stateroom next above keel stateroom one plate has been renewed, and six other plates that were only indented had been remoulded and restored to their original places.

The plating in this section is some few inches longer than any plates procurable in the Colony. In fitting the new plates I have therefore adopted the plan of fitting in a short length from 5 to 10 inches and covering it inside with a back-shape the whole space between the two frames, and to make the joint closed, the edges of each have been fire-planed. One plate in 2nd stateroom from keel and 2nd forward of Stern Post, has been renewed, remoulded and restored to its place.

Four frames have been cut on Port side, at upper turn of Press and new pieces butted on extending to middle line on keel, the butts have long shifts and are secured with good back-shape.

All new Ceiling has been fitted in main hold. Decks have been caulked and all other necessary repairs have been completed.

Machinery & Boilers have been put in good effective condition as per Mr. Cruikshanks. (The Australian Engineer Surveyed the Marine Board certificate herewith)

W. H. P. Packer
 Surveyor
 Lloyd's Register of British and
 Foreign Shipping