

The undersigned by request of Messrs W. P. Austin & Co attended this day at Kowloon, to survey & report further upon the s/s Altona, Captain Hore, as she lies in dry dock there, but first referring to previous reports dated Hong Kong 20th Inst:

We find in addition to the defects therein stated, the upper Angle Iron to Main Bulson in Fore peak broken right thro' in three places, the butt of lower ones drawn away from the connecting strap on port side & broken right thro' on starboard side, Butt of the horizontal & vertical Bulson plates without any butt straps & the former bent down 2 1/2 inches and drawn away from the after length 1 1/4 inches ^{parts} the two plates of Lower Angle Iron stringers on port side do not come together by 1 1/2 inches and have been riveted in this manner for several feet both before and abaft the Bulkhead. Inside in the Fore & Main Holds, nearly all the seam, Butt & Frame Rivets have been weeping from the between deck stringer down few of the rivet heads fit close to the plates, butt straps & frames, & all show more or less signs of working, many of the between deck & lower beam ends are insufficiently secured to the frames owing to double holes having been punched which break into each other & a large proportion of the seams lining pieces & butt straps do not fit close up to the plates.

Outside along the flat of the bottom every butt and many of the seams are dropping water & in scraping the paint off, the water runs out in a stream, from the turn of the bilge up to the load line, the paint cracked over the butts and in places broken off in large patches many of the rivets & about 12 stern rivets are quite slack and on tapping the former with a hammer, black bilge water runs from the same in both sides of the keel. We therefore recommend in addition to the requirement of previous report, that all the paint be scraped off the outside plates from the load line down all open seams & butts caulked & slack rivets renewed the lower plate of Forward Bulkhead taken down & part of the

Ceiling in Fore Hold removed, the broken upper Angle Iron
to Main Bulson removed, and lower ones strengthened with
pieces of Angle Iron, the butts of vertical & horizontal Bulson
plates secured with proper butt straps, the open lower Angle
Iron stringer to be drawn close & both parts ~~to be~~ securely
riveted together & to the reverse frames. The Bow plates &
lower plate in bilhead replaced & the latter made water
tight. The Ceiling in Fore hold when lifted to be relaid
the lower part of Fore peak cemented, and on completion of
repairs the bottom to be well coated with paint.

In our opinion all the before mentioned repairs have been
necessitated, thro' bad workmanship & defective riveting -

Hong Kong

25th March 1873 Government Surveyor's Office

Hong Kong

S^r Vincent V. Cairns

Received Survey fee \$32 S.V.C. Surveyors for Govt & Local Offices

File.



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