

REPORT of SURVEY for REPAIRS, &c.

44499
TUESDAY 23 DEC 1884

No. in Reg. Book. Survey held at London Date, First Survey Oct 20 Last Survey Dec 23 1884
(No. of Visits)
205 on the Screw Steamer AFRICA Master Costa YEAR. MONTH.

TONNAGE:— Built at Dumbarton By whom W Denny & Co When 1875
NET 902 Owners Portuguese Government Port belonging to Lisbon
GROSS 1463 Owner's Address
UNDER DECK 229 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat on in Dry Dock Dry Dock Name of Dock Shannon Dock Destined Voyage Lisbon
Length of Poop 68 ft.: of Forecastle 40 ft.: of Raised Or. Deck — ft.: Moulded Depth — ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 19143 Port Irish Classed 100 A. 1
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. ins.
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship- in fresh water ft. ins.
of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No 2.

This vessel was placed in dry dock the bottom cleaned scraped and painted
The timber boards on each side of middle line and three other strakes feeling each side removed and cement and floors examined all fore and aft.
The fore and after peaks examined. The chain cables ranged, The patent iron windlass repaired, The masts, spars and equipment examined.

Repairs. The head rails and mouldings to both sides of bow, repaired including top gallant rail & main rail forward and aft on starboard side. 3 bulwark stanchions repaired, the waterway recemented in way of damage. The rudder pendant & plates renewed, the bolts which were showing in main deck taken out renewed, with new over head, the caulking of the deck made good fore and aft. all scuppers, W.C. and other pipes examined & overhauled. Repaired oak poop.

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Plank (Bottom) & Counter	<u>Good</u>
Waterways	<u>✓</u>	Transoms or Rivets	<u>✓</u>
Comings	<u>✓</u>	Breasthooks and Stemson	<u>✓</u>
Up'r Dk. Beams & Fastenings	<u>✓</u>	Transoms, Pointers, & Crutches	<u>✓</u>
Low'r Dk. Beams & Fastenings	<u>✓</u>	Timbers of Frame at the openings	<u>✓</u>
Plank sheers	<u>✓</u>	Ditto ditto at other places	<u>✓</u>
Sheerstrakes	<u>✓</u>	Keelsons	<u>✓</u>
Topsides	<u>✓</u>	Clamps & Shelves	<u>✓</u>
Wales	<u>✓</u>	Coal Bunker, Openings, Lids, &c.	<u>✓</u>
Engine Room Skylights	<u>✓</u>	Scuppers	<u>Good</u>
		Cargo & Main Hatchways	<u>Good</u>
		Hatches	<u>Good</u>
		Boats	<u>6</u>
		Masts, Yards, &c.	<u>Good</u>
		Condition, how ascertained	<u>overhauled</u>
		Sails	<u>all wood parts new</u>
		Anchors	<u>No. of 3, 15, 2 1/2</u>
		Cables	<u>ranged</u>
		Hawsers & Warps	<u>Sufficient</u>
		Standing & Running Rigging	<u>Good</u>

General Observations, Opinion as to Class, &c.:

This vessel now appears to be in a sound and efficient condition eligible in my opinion to be classed 100A. (as originally classed) she having been submitted to the Special Survey No 2. which should be recorded in the Register Book.

Entry Fee (if chargeable) per Scale I, Sec. 27. £ —
Office Fee (if chargeable) per Scale II, Sec. 27. £ —
Survey Fee (per Section 28) £ 6 60
Special Damage Fee (if any) (per Sec. 28) £ 10 10
Certificate (if required) £ 5
Travelling Expenses (if chargeable) £ —
Second Surveyor's Fee (if any) £ —
received by me, 4 6 188 5

Edward Jno Denny
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned
100A
BOM 81284 TH 88 No 2-84

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rail, overhauled Hatches, port accommodation ladder repaired, staunch
 & handrails to ladders Bridge, forecabin & repaired. Steering gear examined,
 the front of bridge frame on St side repaired, The 6 boats overhauled
 Starboard. Two plates in sheer taken off, 1 faired & replaced, 1 renewed $\frac{1}{2}$ 304 $\frac{1}{2}$ from stem
 Three plates taken off in the next stroke below sheer and renewed $\frac{1}{2}$ 3, 4 & 5 from stem
 16 frames & 4 beam arms repaired $\frac{1}{2}$ the broken frames & in so, where fractured
 covered by long bosom angle iron four of which were formed to strengthen the four
 damaged beam knees, about 5 reverse bars were cut giving stiff with new main
 frames, joints covered by plates, 3 circular side lights taken down & refitted. Cement
 made good where necessary between frames, Three berthing plates on the starb-
 side, ^{in way} for gangway renewed, and the angle iron rail, main rail; top gale rail &
 berthing repaired. 1 bent bulwark plate amidships St side faired in place &
 staunchion repaired. The rudder lifted and pintles bushed. The capstan
 & windlass overhauled and repaired, The sluice valves to bulks examined
 & fitted, side lights all fore and aft overhauled. 4 Water light doors refitted.
 The poop forecabin & upper decks caulked all fore and aft where necessary
 The vessel, scraped and painted inside and out, and all tank work scraped &
 varnished. also cabins saloons &c. &c. The fore and main topmasts, the bowsprit
 the fore and main lower yards, main topsail yard, Main gaff & Bracing
 boom renewed, the Rigging refitted. A large quantity of pigeon
 ballast was taken out for survey of timbers and then replaced.

Edward Jno Cherry.

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