

# REPORT of SURVEY for REPAIRS, &c.

No.

No. in  
Reg. Book.

Survey held at *London*

Date, First Survey *9<sup>th</sup> Dec<sup>r</sup>* Last Survey *17<sup>th</sup> Feb<sup>y</sup>* 1885

Received in London Office,

TUESDAY 17 MARCH 1885

*212* on the *Iron Steamer "Hector"*

(No. of Visits)

Master *J. Lax*

YEAR. MONTH.

TONNAGE:-

NET *1284*

GROSS *1979*

UNDER DECK *1964*

Built at *Sunderland*

By whom *J. Laing*

When *1863* *4<sup>th</sup>*

Owners *E. T. Gourley*

Port belonging to *Sunderland*

Owner's Address  
(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock & Dry Dock Name of Dock *Millwall Dry Dock* and subsequently in *Poplar Dry Dock* Destined Voyage

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. *6649* Port *LL* S.S. Sld. No. *3-80* *90A.1* *9.84.*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE *Completion of Special Survey No. 1 & damage repairs.*

According to the report of survey held on this vessel at Barrow in June 1884 - part of the special survey No. 1 was then complied with viz: the bottom examined; the masts and spars examined and the deep tank amidships also examined. It was also recommended that the inside of the vessel be chipped, also outside at the ends above the water. The upper deck in way of boiler space also required attention. The windlass is of iron and is in good condition. It appears from the report of special survey held on this vessel in 1880 that the chain cables were then ranged.

The bottom has now been examined. The timber boards and ceiling very much in excess of the Rules for S.S. No. 1 have now been removed in the holds. Some soft cement having been found in the after hold, this cement on being removed as recommended a large number of the rivet heads were found to be considerably worn and some of the heads

PRESENT CONDITION OF THE		Plating		Boats	
Decks	<i>good</i>	Plating (Bottom) & Counter	<i>good</i>	Boats	<i>good (P.T.O)</i>
Waterways	<i>good</i>	Transverse or Rivets	<i>good</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	Transoms, Porters, & Crutches	<i>good</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Framing at the openings	<i>good</i>	Anchors	No. of <i>3 B. 1 S. 2 K</i>
Planksheers	<i>good</i>	Ditto ditto at other places	<i>good</i>	Cables	<i>good</i>
Sheerstrakes	<i>good</i>	Keelsons	<i>good</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>good</i>	Clamps & Shelves	<i>good</i>	Standing & Running Rigging	<i>good</i>
Wales	<i>good</i>		<i>good</i>	Hatches	<i>good</i>
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>
	<i>good</i>		<i>good</i>	Cargo & Main Hatchways	<i>good</i>

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

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the special survey No. 1 having now been complied with, she is eligible in our opinion to be marked in the Register Book S.S. Lon. No. 1-85

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
Survey Fee (per Section 28) £ *10* : *10* :  
Special Damage Fee (if any) (per Sec. 28) £ : :  
Certificate (if required). See margin. £ : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :

received by me, *1885*

*J. H. Truscott.*  
*W. C. Dacey*  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

TUESDAY 24 MARCH 1885

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19 Old Street Goswell Road, London

Lloyd's Register  
Foundation

LON674-0377



worn off entirely. Recommended that sufficient ceiling be removed to ascertain the extent of wear. This was done and between 1400 & 1500 rivets renewed in after hold. Doubling pieces worked over the plating in after hold in several places on the inside and one butt strap renewed on account of wear. In the engine and boiler space and in stoke hole a large number of rivet heads found worn as in after hold and about 300 rivets renewed here also. Doubling pieces worked over the plating on the inside in several places in this part of vessel on account of wear. A few rivets renewed in a butt strap in the fore hold on the port side. On account of wear - 26 floors doubled in the fore hold, 27 in Engine & boiler space & stoke hole, and 34 in the after hold. The cement in the bottom renewed where necessary. The upper deck bored and found to have sufficient thickness. Three planks, however on each side of the boiler hatch have now been removed - the coamings to boiler hatch renewed on each side - two plates of the tie plating in way of the same renewed <sup>on each side</sup> - angle iron connecting the coamings to tie plating renewed - and the 3 deck planks on each side, taken up, have been renewed. The lower part of fore coaming to cross bunker doubled. The after hatchway on upper deck renewed of iron instead of wood. 8 planks of the upper deck on the fore side of after hatchway renewed of pitch pine. The inside of vessel from upper deck to the bilge in the holds, and fore peak now cleaned and coated. The cabin aft cleaned & coated. The ends of vessel outside cleaned and coated above water. The steering gear repaired & made good. On account of damage. The bottom of vessel repainted. 11 beams of the upper deck doubled in the fore hold and 4 in the after hold, and the stanchions to the same replaced by stouter ones. A new steel hawser 4" in size has been supplied but according to letter attached the test certificate is on board the vessel.

J. H. Truscott.  
 Will L. Davey