

47032A
, &C.

MONDAY NOV 29 1866

No. in / Survey held at *London*
Reg. Book.

Date, First Survey 27th Aug Last Survey 29th Nov. 1886

(No. of Visits *Fifty-one*

217, on the *Steel Screw Steamer* BUCCANEER Master *D. W. Barker*

TONNAGE :—

NET 460

GROSS 7 78.5

UNDER DK. 765

Built at Newcastle

By whom *William Richardson Ho* When *1885*

Owner's *Indie Rubber Gutta Percha & T. W. Co.* Port belonging to *London*

Owners' Address
(If not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Victoria Pontoons* Destined Voyage *Lying up*

Length of Poop 50 ft.: of Forecastle 10 ft.: of Raised Or. Deck 10 ft.: Moulded Depth 10 ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship, Character in Register Book

Last Survey, No. 4666 Port Lon

Classed	Awning Dock	100 A1
	P 8-1 W 8-3	5, 86

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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. (if assigned)) as painted on Ship.

	in salt water	ft.	ins.
	in fresh water	ft	ins.

REPAIRS, OR EXAMINATION AS PER RULE

Damage Repairs.

This Vessel has been examined on the Victoria Portways, and in consequence of damage sustained through stranding on a sunken Reef at Conakry, Isle de Los, near Sierra Leone, on the 24th June 1886, has now undergone the following repairs, viz. -

The first and second lengths of keel taken out, straightened and replaced, and the bottom of the keel faired in way of same by the fitting of back frames to fifteen frames about 10 feet in length; the stern frame removed, set fair and repaired by welding where fractured; 3 plates in A. (or garboard) strake, 2 plates in B. strake, 2 plates in C. strake, and 4 plates in D. strake on the port side renewed; 7 plates in B strake, 7 plates in C. strake, and 4 plates in D strake on the starboard side; together with 6 plates in A strake, 7 plates in B strake, 6 plates in C. strake, and 3 plates in D strake on the Port side renewed, made fair and replaced; and 1 plate in B strake, 1 plate in C. strake, and 3 plates in D strake on the starboard side; together with 1 plate in B strake on the Port side, made fair in place; 36 frames on the starboard side, and 49 frames on the Port side

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Blank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	4	<i>Good</i>	
Waterways		Transoms or Rivets		Rudder	"	Masts, Yards, &c.		"	
Comings		Breasthooks & Stemson		Windlass & Capstan	"	Condition, how ascertained		"	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps	"	Sails		"	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)	"	Anchor	No. of 3 B, 1 S, 2 K.		
Planksheers		Ditto ditto at other places		Caulking of Bottom, D'k. & Wat'rways	"	Cables	Ranfed 240 fms. <i>Good</i>		
Sheerstrakes		Keelsons		Copper, or Y.M. (State if on Felt.)		Hawsters & Warps		"	
Topsides		Clamps & Shelves		When put on		Standing & Running Rigging		"	
Wales									
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	"

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

This Vessel is now in a sound and efficient condition and eligible in our opinion to remain as classed.

Entry Fee (if chargeable) per Scale I, Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II, Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	4	4/-
Special Damage Fee (if any) (per Sec. 28).....	£	10	10/-
*Certificate (if required) to be sent as per margin	£	-	5/-
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me,
9/3/1887
\$409.00

Committee's Minute FRIDAY 25 FEB 1887

Character assigned

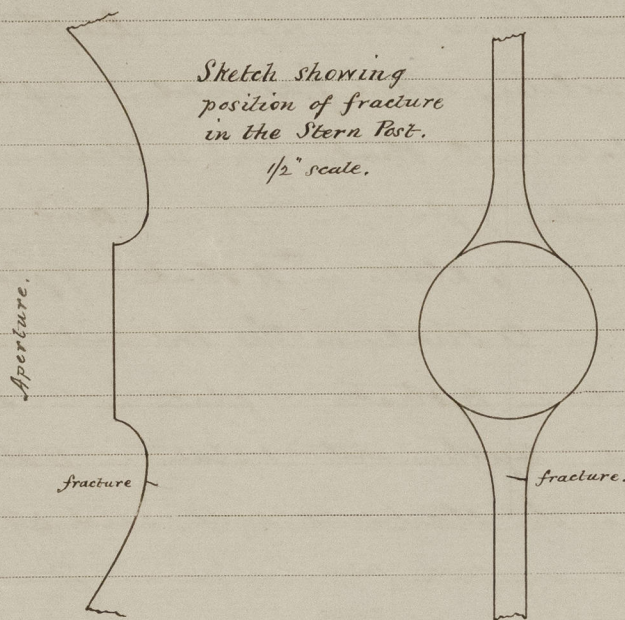
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Surveyor to Lloyd's Register of British & Foreign Shipping.

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

LA 676 - 2255

made fair in place; 3 frames on the starboard side, and 5 frames on the Port side made fair and repaired; 4 frames on the starboard side, and 13 frames on the Port side partly renewed; the back frame to the 21st frame renewed; 6 floors on the Port side made fair in place; 1 floor on the starboard side, and 6 floors on the Port side taken out, made fair and replaced; and 4 floors on the starboard side, and 10 floors on the Port side partly renewed; 5 reverse frames on the Port side made fair in place; 1 reverse frame on the starboard side, and 7 reverse frames on the Port side partly renewed; a considerable number of rivets in the frames, floors and reverse frames renewed; one plate in the side of the water ballast tank on the port side repaired; 4 brackets to the tank on the same side faired, and 4 others renewed; and 4 athwartship bearers taken out, made fair and replaced; one intercostal shell angle to the tank side re-riveted, one other faired, and 4 others renewed on the port side; most of the cement in the bottom of the vessel renewed; all the floors, framing, sides of holds, bunkers and after peak, the interior of the water ballast tank, the upper surface of the tank, the framing and bearers under the engines and boilers, and the outside of the vessel cleaned and painted; the water ballast tanks tested under pressure, and other damaged articles and fittings as detailed in the Damage of the 15th Nov. repaired and made good.



Apart from the damage repairs, additional supports have now been fitted under the cable tanks in the fore and after holds, and a new stream anchor supplied with Certificate of Test of which the following are particulars, viz.:- No. 6593, Chester, 28th Dec. 1886, *Chas. H. Jordan*

weight of anchor ^{cut. gr. lb.} 5.3.19 ^{cut. gr. lb.} Stock 1.1.0.

Proof strain ^{2 tons} 8.4.0.0, Mark 7.0 LPHC 6593.10.81 BRT.

W. B. C. Dacey

P.S. A letter, accompanied with a tracing, describing the nature and extent of the damage, was addressed to the Committee on the 15th October 1886; and the documents are attached hereto.

C. H. J.