

# REPORT of SURVEY for REPAIRS, &c.

SAT 27 AUGUST 1887

No. 47555

No. in Survey held at London

Date, First Survey 18<sup>th</sup> May Last Survey August 1887

934 on the Iron Screw Steamer "Stapelayder"

Master Le Cornu.

TONNAGE:—

NET 155

GROSS 256

UNDER DECK 217

Built at Renfrew.

By whom Henderson, Elphinstone & Co.

When 1866

Owners H. C. Cheeswright.

Port belonging to London.

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock in Dry Dock Name of Dock Fountain

Destined Voyage Channel Islands.

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

Classed

Last Survey, No. 46385. Port London.

L.L. No. 3-74; L.L. No. 2-83.

B. 1. 6, 86.

(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

Special Survey No. 3.

This vessel has been placed in dry dock and the bottom examined. The holds and the bunkers cleared. All the close ceiling removed. Oxidation removed. The outside plating drilled in various places and the thickness found to be satisfactory. The windlass is of iron in good condition. The chain cables ranged & found complete. The masts and spars examined & all other requirements of the Rules for S. S. No. 3 complied with.

In the fore hold on the starboard side 1 frame partly renewed. Reverse frames about 4 ft. long worked at 3 other frames. New plate knee to 1 upper deck beam. On the port side reverse frames about 4 ft. long worked at 5 frames. In main or No. 2 hold starboard side 1 frame new from keel to upper deck; 4 frames partly renewed—3 of these extending to top of bulwark plating; 1 frame repaired by bosom angle iron; 1 frame faired in place. Lower part of boiler room bulkhead at middle line doubled 2 ft.; 2 floor plates partly doubled at after part of main hold. On starboard side 1 plate of boiler room bulkhead new; doubling piece worked on port side of bulkhead. In the starboard side bunker 4 frames partly doubled & 4 reverse

PRESENT CONDITION OF THE

Decks new deck good	Plank (Bottom) & Counter good	Ceiling part new — good	Boats good (P.T.D.)
Waterways D <sup>c</sup>	Tronatics or Rivets D <sup>c</sup>	Rudder D <sup>c</sup>	Masts, Yards, &c. D <sup>c</sup>
Comings D <sup>c</sup>	Breasthooks and Stemson D <sup>c</sup>	Windlass & Capstan (in use) — D <sup>c</sup>	Condition, how ascertained by exam <sup>n</sup>
Up'r Dk. Beams & Fastenings D <sup>c</sup>	Transoms, Beams, & Crutches D <sup>c</sup>	Pumps D <sup>c</sup>	Sails good
Low'r Dk. Beams & Fastenings D <sup>c</sup>	Timbers of Frame at the openings D <sup>c</sup>	Cement (if Iron Ship) D <sup>c</sup>	Anchors No. of 2 B. 1 L. 2 K.
Plank sheers D <sup>c</sup>	Ditto ditto at other places D <sup>c</sup>	Caulking of Bot'm, D'k, & Wat'rways D <sup>c</sup>	Cables 180 fms — good
Sheerstrakes D <sup>c</sup>	Keelsons D <sup>c</sup>	Copper, or Y.M. (State if on Pett.) When put on	Hawsers & Warps good
Topsides D <sup>c</sup>	Clamps & Shells		Standing & Running Rigging D <sup>c</sup>
Wales D <sup>c</sup>			Hatches D <sup>c</sup>
Engine Room Skylights D <sup>c</sup>	Coal Bunker, Openings, Lids, &c. D <sup>c</sup>	Scuppers good	Cargo & Main Hatchways good

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

This vessel is eligible in our opinion to remain as classed, and to be marked in the Register Book "S. S. Lon. No. 3-87."

Entry Fee (if chargeable) per Scale I., Sec. 27. £2

Office Fee (if chargeable) per Scale II., Sec. 27. £

Survey Fee (per Section 28) £5

Special Damage Fee (if any) (per Sec. 28) £

\*Certificate (if required) to be sent as per margin £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character assigned

TUESDAY 30 AUGUST 1887

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

Lloyd's Register Foundation



47555 Lon

frames about  $5\frac{1}{2}$  feet long added to these frames. one other frame partly doubled. New after end to both side bunkers. On the starboard side of vessel 1 plate of first strake below sheerslake refitted; 2 plates in second strake & 1 plate in third strake below sheerslake renewed. One length of wood rubbing piece & iron face plate on the same, and a length of angle iron connecting rubbing piece to shell refitted. On the port side 1 plate in the second strake below sheerslake renewed. On the starboard side 1 plate of the side plating of raised quarter deck & a short length of adjoining plate cut out, and a new long plate introduced; 2 plates of main sheerslake & upper edge of 1 plate of first strake below main sheerslake faired in place.

The ceiling in No 2 or main hold renewed. The upper deck renewed (except at middle line between main hatch & after end of galley) - new deck 3" pitch pine. 3 lengths of upper deck waterway on starboard <sup>side</sup> new. The forecabin deck except 8 strakes at the middle line renewed of  $2\frac{3}{4}$ " pine. The whole of the raised quarter deck renewed of  $2\frac{1}{2}$ " pitch pine. On the starboard side 2 bulwark plates new & the bulwark plating on the port side repaired. Bulwark stanchions worked each side, of T iron  $4" \times 2" \times \frac{3}{8}"$  about 6 ft. apart. 2 bunker rings renewed - height above deck  $5\frac{1}{2}"$ . The chain plates at fore rigging refitted - also leadeye pins renewed at fore lower rigging.

Repair of damage recently sustained by collision. On the starboard side, fore side of the main hatch, one plate of the sheerslake renewed & one plate of the next strake below it, faired in place. Three frames partly doubled. A length of angle iron of the side stringer new. 12 ft. of wood rubbing piece renewed. A length of angle iron on top of rubbing piece refitted.

J. H. Truscott.  
Wm. C. Davey



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Foundation