

REPORT of SURVEY for REPAIRS, &c.

TUESDAY 28 FEB 1888

Date of Writing Report 27-2-88 Port of London

Survey held at London

Date, First Survey 27-1-88 Last Survey 25-2-1888

on the Gembroke Cruise

Ships L.P.

Master Hayman

TONNAGE:-

2560

Built at Barrow

By whom Barrow Shipyard When 1883-7

SS 8936

Owners

D Currie & Co

Port belonging to London

DER DK. 3629

Owner's Address

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

Surveyed Afloat or in Dry Dock

Name of Dock

Thames Rd

Destined Voyage

Cape

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft. ins.

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

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

100A1

Last Survey, No.

52

Port

Ln

Lon

9.87

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) as painted on Ship

in Summer

ft. ins.

in Winter

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part L & D No 1 &

Damage Repairs in consequence of grounding near Port Elizabeth, South Africa on the 20th December.

Special Survey No.

The vessel was placed in dry dock, the bottom examined cleaned & coated.

The timber boards, and loose ceiling was lifted in the holds and bunkers all for and aft, considerably in excess of the requirements of the Rules. The current frames, floors &c examined.

The Coal Bunkers cleared, (except the pockets at sides) the Bilges under Engines & Boilers examined, the water Ballast Tanks cleared and examined inside, & the after water Ballast Tank in after hold tested by an head of water to light water line. The chain cables ranged. The masts spars & general equipment

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Celling	Boats
Waterways	Treenails or Rivets	Rudder	Masts, Yards, &c.
Plankings	Breasthooks and 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 opening	Cement (if Iron Ship)	Anchors No. of
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Fell.)	Hawsers & Warps
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways

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

This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed & to have the Special Survey NOT required when Midship Bulk Tank is tested with water. The Bilges & Bunkers are examined - see owners letter attached

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

£ 3/9/88

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

£ 5/5/0

Survey Fee (per Section 28)

£ 5/5/0

Special on Damage, Fee (if any) (per Sec. 28)

£ 5/5/0

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

£ 1/1/0

Travelling Expenses (if chargeable)

£ 1/1/0

Second Surveyor's Fee (if any)

£ 1/1/0

Committee's Minute

Character assigned

100A1

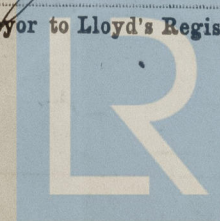
24/1/88

Fees applied for, 5/5/0 1888

Received by me,

Edward J. Curney

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



Lloyd's Register Foundation

Repairs:— 3 Bul Bars removed amidships viz the 43, 53 & 63 length from stem. The nos repaired & refitted. No 5 shortened by about eight feet & new scarp cut to stem at its after end. The fore end of no 6 cut off and a new length welded on same and a new scarp cut, then drilled in new position. The ship was lying in slips for about 200 feet ^{amidships} & admit of this being done. The edges of the Garboard strakes each side were clipped & caulked all fore and aft, to allow of this being done. The Keel Blocks were removed one at a time.

On the Starboard side 9 garboard plates were removed & renewed viz nos 2-13 to 20 inclusive (from stem).

On the Port side 6 garboard plates were taken off viz 14 to 19 inclusive nos 14, 16, 17 & 18 being removed, & nos 15 & 19 repaired & refitted.

On the Starboard side in B strake 4 plates were taken off nos 14 to 17 inclusive, nos 14, 15 & 16 renewed & no 17 ~~was~~ repaired and refitted. The frames ^{of floors} nos 100 to 116 were damaged nos 100, 101, 102, 103 & 116 failed and in place, & riveted off. The damaged portion of the floors nos 104, 105, 106, 107, 108, 109, 110, 111, 112, 114 & 115 (which is watertight Bulkhead at after end of Cooke hole) were cut out as well as the damaged & buckled frames to these floors, about 10 ft from keel. new pieces of plates inserted in the floors, and new pieces of frames fitted and compensated by working doubling plates on the floors from 1st intercostal to keelson angle between the frame and reverse bar, and by working additional frames on the opposite side of the floor to the original ones, about 16 feet in length of 52 x 32 x 1/2 angle steel, the intercostal plates between 100 to 117 taken out to admit of this being done & then refitted. The ends of the frames ^{in way} of the damaged & removed garboard plates, failed & riveted off. The rivets removed and renewed where requisite & the hull in all other respects placed in a sound and efficient condition.

Edward Jno Tierney