

# REPORT of SURVEY for REPAIRS, &c.

No. *163* Date of Writing Report *November 2<sup>d</sup> 1889* Port of *London* Received in London Office. *MON 4 NOV 1889*  
 No. in Reg. Book. *163* Survey held at *London* Date, First Survey *Aug. 30<sup>th</sup>* Last Survey *Oct. 2<sup>d</sup> 1889*  
 on the *Iron Sailing Sh.*: "*KINCLUNE*" (No. of Visits *14*) Master *Piggott*

TONNAGE:— Built at *Glasgow* By whom *A. Stephen & Sons* When *1876*—  
 NET *718* Owners *M<sup>r</sup> C. Couper* Port belonging to *Dundee*  
 GROSS *741* Owners' Address *(if not already recorded in Appendix to Register Book.)*  
 UNDER DK. *189*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *West Ind. Dry Dock* Destined Voyage *Gobart*  
 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.)

Last Survey, No. *1428* Port *Dub* Classed *S.S. Liv. No. 3-85* 100 A1 10-88  
 (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.)  
 in Summer *—* ft. *—* ins. as painted on Ship in Winter *3* ft. *5½* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *the Special Survey No. 3.*  
*This vessel was examined whilst afloat in the West Ind. Dock, and subsequently whilst lying dry, on blocks, in the West India Docks.*

*The whole of the lower, also the permanent ceiling, inside lifted; all oxidation removed from the several surfaces by beating and chipping and the vessel throughout, including Green Decks, Fore Deck and Lazarette, was re-coated. The whole of the cement at the middle line, between the sister keelsons, (found defective) was cut out and renewed; the floors, reversed framed &c. from bilge to bilge were cement-washed and the ceiling, a portion of which had to be renewed was replaced as before.*

*The main deck was entirely renewed with 5 x 3½ yellow pine and the poop deck was repaired as required. A portion of the lining aft in way of Caborn & Berths was removed for the purpose of ascertaining the condition of the plating & framing at that part; the windlass*

PRESENT CONDITION OF THE	Plating (Bottom) & Counter	Ceiling	Boats
Decks	Good	Good	Good
Waterways	Good	Good	Good
Comings	Good	Good	Good
Up'r Dk. Beams & Fastenings	Good	Good	Good
Low'r Dk. Beams & Fastenings	Good	Good	Good
Planksheers	Good	Good	Good
Sheerstrakes	Good	Good	Good
Topsides	Good	Good	Good
Wales	Good	Good	Good
Engine Room/Side Lights	Good	Good	Good
Coal Bunker Openings, Lids, &c.	Good	Good	Good
Scuppers	Good	Good	Good
Cargo & Main Hatchways	Good	Good	Good
Hatches	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, in good and efficient condition and the whole of the Committee's requirements for the Special Survey No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation: "S.S. Liv. No. 3-10-89 N.D. 89 100 A1 10-89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ *3* : *0* : *0*  
 Office Fee (if chargeable) per Scale II., Sec. 27... £ *—* : *—* : *—*  
 Survey Fee (per Section 28) ..... £ *6* : *0* : *0*  
 Special on Damage, Fee (if any) (per Sec. 28) .... £ *—* : *—* : *—*  
 \*Certificate (if required) to be sent as per margin £ *—* : *5* : *—*  
 Travelling Expenses (if chargeable) ..... £ *—* : *—* : *—*  
 Second Surveyor's Fee (if any) *Master's papers* £ *—* : *10* : *0*  
 Committee's Minute *FRID 8 NOV 889*  
 Character assigned *100A1*

*Henry Wilkinson*  
*G. Stanbury*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



was unhung & stripped for examination; the pumps, suction, cocks and sounding pipes were thoroughly overhauled and repaired as required and the masts' wedging was removed as per Rule.

The masts, Spars, Standing & Running Riggers, also the sails and general outfit were examined. A new hugin mast, new Fore topgallant mast, new Fore upper topdail yard, new Shanker Boom & new Fore topmast and cross-trees were supplied and fitted in lieu of those found defective; the fore lower cross-trees which were found broken were repaired as were also the bowsprit shrouds & bobstays, several deadeyes, bolts &c.

The Anchors and chain cables: 370 faths. of  $1\frac{9}{16}$  were ranged out for examination and were found complete and in good order.

Externally, the vessel was found in good and sound condition, scraped & scaled where required and re-coated from keel to gunwales; the shell plating was drilled in twelve different places to ascertain its thickness and condition, but as the scumplings, throughout, did not appear to have at all depreciated it was deemed unnecessary to drill further.

The Rudder was lifted when the head of same was found fractured. The Rudder was then stripped; a new head piece abt. 8'0" long was welded on; a new bottom flange was also welded on; the 2<sup>d</sup> flange from the bottom was re-bushed; the Rudder replated and re-fitted; and <sup>the</sup> steering gear overhauled and repaired as required.

Henri Wilkison

2.11.89

G. Stanbury