

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

WED 10 JAN 1890

No. *574* Date of Writing Report *11 Jan.* 1890 Port of *London*  
 No. in Reg. Book. *574* Survey held at *London* Date, First Survey *11 Dec. 1889* Last Survey *9 Jan. 1890*  
 (No. of Visits)

on the *Steel S.S. "Ruapehu"* Master *Greenstreet Fiddley*  
 TONNAGE:— Built at *Glasgow* By whom *J. Eldon & Co.* When *83* 11  
 NET *2655* Owners *New Zealand Shipping Co. (Ltd.)* Port belonging to *London*  
 GROSS *4163* Owners' Address

UNDER DK. *2755* (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat *in* Dry Dock Name of Dock *Albert dry dock* Destined Voyage *New Zealand*

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.)

Classed *100A.1.*

Last Survey, No. *75* Port *Christchurch N.Z.* *11 Dec. 1889* *11 Dec. 1889* *11 Dec. 1889*

(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, FOR *Damage Repairs.*

This vessel experienced very heavy weather from the 27<sup>th</sup> Sept. to the 4<sup>th</sup> Oct. 1889 while on a voyage from London to New Zealand, when it is stated the following damage was sustained.

On the starboard side. At the after end of the bridge house, the spar sheerstrake and its doubling cracked, at the same place, from the upper edge down 5 1/2".  
 At the after coaling port in the bridge house, the spar sheerstrake and its doubling cracked from the upper edge down 12".  
 At the fore coaling port in the bridge house, the spar sheerstrake cracked from its upper edge 4" down.

On the port side. At the after end of the bridge house, the spar sheerstrake and its doubling cracked from the upper edge 21" down.  
 At the after coaling port in the bridge house, the spar sheerstrake and doubling cracked in two places, from the upper edge down about 12".  
 At the fore coaling port, the spar sheerstrake cracked from its upper edge 4 1/2" down.

These damaged plates have now been renewed, namely three spar sheerstrakes.

PRESENT CONDITION OF THE							
Decks	good	Planks (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	"	Transoms & Rivets	"	Rudder	"	Masts, Yards, &c.	"
Joinings	"	Breasthooks & Stoppers	"	Windlass & Capstan	"	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchor No. of	4 B. 16. 2 H.
Plank sheers	"	Planks at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	said to be complete
Sheerstrakes	"	Keelsons	"	Copper, or V.M.	"	Hawsers & Warps	good and
Topsides	Plating	Chains & Shells	"	(State if on Roll)	"	Standing & Running Rigging	sufficient
Wales	"			When put on		Hatches	good
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is now in good and efficient condition, and is eligible in our opinion to remain as classed, and to have a record of survey 1.90 in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 18 Received by me, 18
Office Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	
Special on Damage, Fee (if any) per Sec. 28	£	6	6	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *100A.1*  
 Character assigned *Spanok*  
 Note *Chief Surveyor*  
 J. H. Truscott  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 Lloyd's Register Foundation

Insert Character precisely as in Register Book.

100688 - 0207



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plates on each side, two doubling plates on the inner side of the spar sheerstrake on the starboard side and three doubling plates on the port side.

Also found the outer plate on each side cracked at the band, and these have now been repaired with outside doubling plates extending about 30" from the after side of the rudder post, and from landing edge to landing edge. Twelve slack rivets in the stern plating renewed.

The repairs to the after peak bulkhead frame, and the frame of the gangway done in New Zealand, are good and efficient.

One of the propeller blades was carried away on the 27<sup>th</sup> Sept. 89.

In addition to the renewal of damaged plates in the spar sheerstrake, outside doubling plates of steel,  $24\frac{1}{2}' \times 2' \times \frac{3}{4}"$  have now been fitted on the spar sheerstrake at the after end of the bridge house. Also the lower half of each of the cooling ports in the bridge house has been closed in with plates,  $8' \times 3\frac{1}{2}' \times \frac{1}{2}"$ , lapped on and riveted to the plates in the lower strake of the bridge house side plating. The upper edge of each of these plates is stiffened with  $3\frac{1}{2}"$  angle, and the lower edge is connected to the spar sheerstrake with edge strips. All plates used of tested steel.

The bottom of the vessel cleaned and recoated.

G. Stanbury

J. H. Truett.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

FRIDAY 14 FEB 1890

1064 Span held  
S. H. Truett



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Foundation