

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

SAT 10 MAY 1890

No. in Reg. Book. 251 Date of Writing Report 9th May 1890 Port of London

Survey held at London Date, First Survey 22nd March Last Survey 8th May 1890 (No. of Visits 13)

Master W. M. Wyness On the Iron sailing Ship ORTHES By whom J. & G. Thomson When 1877

Port belonging to Glasgow TONNAGE:— NET 1206 GROSS 1270 UNDER DK. 1133

Built at Glasgow Owners J. Hardie Owners Address (if not already recorded in Appendix to Register Book.) If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock West India Destined Voyage Melbourne

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Classed 100 A1 2.88

Last Survey, No. 33015 Port Liverpool S. S. No. 2 Lm. 87.

(State clearly the cause of Repairs of 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 S. S. No. 3 & Repairs.

This vessel has been examined in the West India Dry Dock, and afloat in the Victoria and East India Docks.

The bottom found in good order has been cleaned and coated. The sides of the vessel outside have been scaled and painted. The shell plating has been drilled in eight different places, viz:— on starboard side forward 9/16, amidships 1/16 & 10/16, aft 8/16. on port side forward 9/16, amidships 10/16 & 10/16, aft 8/16 full.

The freeing ports have been repaired. The damage to bows sustained through striking the Dock wall at Hamburg on the 29th March 1889, and temporarily repaired, has now been permanently repaired as follows:— The upper end of the stem straightened. One plate, also one length of angle iron, and the moulding, on each side renewed. The figure head and plate at back of same renewed. The starboard Cathead (oak) renewed. The bobstay straightened. And head gear overhauled.

The whole of the ceiling has been removed from the hold, the lumbers cleaned out, and the cement examined and found in good order all fire

PRESENT CONDITION OF THE		Boats 4	
Decks	Good	Masts, Yards, &c.	Good
Waterways	Good	Condition, how ascertained	Examined
Comings	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Anchors No. of 3 B, 1 S, 2 K	Good
Low'r Dk. Beams & Fastenings	Good	Cables Ranged 270 fms	Good
Plank sheers	Good	Hawsers & Warps	Good
Sheerstrakes	Good	Standing & Running Rigging	Good
Topsides	Good	Hatches	Good
Wales	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.:

The vessel is in a sound and efficient condition and eligible in our opinion to remain as classed, and to have S. S. No. 3 recorded in the Register Book

Char. H. Indan

G. Stanbury

Henry Wilkinson

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

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 4 : - : - Office Fee (if chargeable) per Scale II., Sec. 27... £ : : - Survey Fee (per Section 28) £ 8 : - : - Special on 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) £ : : - 10 : -

Committee's Minute Character assigned 100 A1 SS No. 3-5/90

TUES 13 MAY 1890

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.

and aft. The floors and framing have been sealed and coated with cement wash, and the ceiling relaid.

All the ceiling or cargo battens have been removed from the sides of the hold and tween decks, and the plating and framing sealed and painted. Six of the rivets in the main deck beam knees on the starboard side were found to be slack, and these have been renewed.

The fore peak has been examined and sealed & painted & recoated.

The lazaretto has been examined and sealed & painted.

The lining has been removed from under the side scuttles in the after cabins, and the plating there sealed and painted.

The main deck has been bored and found good, one plank on each side has been renewed with a wider plank to make up for space, and the deck rewalked in places where required.

The chain cables have been ranged and examined, and 270 fathoms found complete and in good order. The chain locker has been examined and sealed & painted.

The masts, yards &c. have been examined, the jibboom and spanker gaff renewed, the mast wedges removed and the masts in way of sauce cleaved & painted, the fore and main topmast backstays, fore and main cap shrouds, eight shrouds to main rigging, and main cap backstay renewed, and the remainder of the rigging overhauled and made good where required, and all ironwork fittings to the yards &c. examined and repaired where necessary.

A new steel wire towline of 4 in. cir. has been supplied.

Chas. H. Jordan

G. Stanbury

Henri Wilkinson