

REPORT of SURVEY for REPAIRS, &c.

No. 30 Date of Writing Report May 31<sup>st</sup> 1890 Port of London Received in London Office, MON 2 JUNE 1890  
No. in Reg. Book. Survey held at London Date, First Survey March 14<sup>th</sup> Last Survey May 31<sup>st</sup> 1890  
on the Iron Steaming B.K.: UMYOTI Master J. Beck

TONNAGE:— NET 442 GROSS 465 UNDER DK. 416  
Built at Aberdeen By whom Hall, Russell & Co. When 1869-10  
Owners Messrs J. I. Rennie & Sons Port belonging to Aberdeen  
Owner's Address (if not already recorded in Appendix to Register Book.)  
If Surveyed Afloat or in Dry Dock Both Name of Dock Ratchliffe Dry Dock Destined Voyage Port Natal  
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. 48 Port Port Natal  
Classed S.S. Cal. No. 3-10.82 S.S. Cal. No. 1-87  
(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) in Summer ft. ins. in Winter ft. ins.  
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship  
of any letters respecting this case. (See St. Natal Sept. No. 48 dated 24.7.89)

REPAIRS, OR EXAMINATION AS PER RULE, FOR the Special Survey (2<sup>d</sup>) No. 3.

This vessel was examined whilst afloat in the St. Katharine's Dock, also whilst lying dry, on blocks, in the Ratchliffe Grooving Dock and the following repairs were executed:

The whole of the ceiling taken out; vessel sealed and painted throughout; cement in flat of bottom renewed from the Sister Keelson to the upper turn of the Bilge, on each side, both in main & after Holds. Lower deck Beamed in way of main Hatchway overhauled & repaired as required and additional stanchions fitted under same. Entirely new ceiling re-laid; new main deck of yellow pine 4" thick (as against 3 1/2" required by Rule). Roiled 3" dk. which was also found worn below the limits admitted by the Rules was studded fair, coated, felted and studded with 1 1/2" pitch pine; a new gutterway was worked round same and the whole of the side plating at that part and round the stern, found badly worn, was renewed. The Bulwarks were repaired

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	Good	Transoms or Rivets	Good	Rudder	Good	Masts, Yards, &c.	Good
Comings	Good	Breasthooks and Stanchions	Good	Windlass & Capstan	Good	Condition, how ascertained	Good
Up'r Dk. Beams & Fastenings	Good	Transoms, Porters, & Crutches	Good	Pumps	Good	Sails	Good
Low'r Dk. Beams & Fastenings	Good	Transoms of Frame at the opening	Good	Cement (if Iron Ship)	Good	Anchors No. of 3 B; 1 P & 2 H.	Good
Plank-sheers	Good	Plank-sheers at other places	Good	Caulking of Bot'm, D'k, & Wat'rways	Good	Cables	Complete & Good
Sheerstrakes	Good	Keelsons	Good	Copper or Varnish (if Iron Ship)	Good	Hawsers & Warps	Good
Topsides	Good	Clamps & Shells	Good	When put on	Good	Standing & Running Rigging	Good
Wales	Good		Good		Good	Hatches	Good
Engine Room Skylights	Good	Coal Bunkers, 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 the whole of requirements of the Rules for the Special Survey (2<sup>d</sup>) No. 3 having been fully complied with we would respectfully submit that she is eligible to remain as classed at the rate of "S.S. Cal. No. 3-5.90 \*A 1 5.90" recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 2 : 0 : 0	Fees applied for, 4/6 18/0 Received by me, 6/6 18/0
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 fee) £ - : 10 : -		

Committee's Minute TUES 10 JUNE 1890  
Character assigned \*A 1  
SS No 3-90 N 290  
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.  
Lloyd's Register Foundation



the Forecastle side plating, on each side, with the exception of one plate on ft. side was renewed.

The masts, Spars & Riggers were examined aloft, the masts being removed as per Rules; the main mast, jibboom, fore topmast, fore top gallant mast, fore yard, fore upper top sail yard, fore top gallant yard, main top gallant yard, main upper top sail yard, main lower top sail yard, fore & main royal yards, Spantree boom & Spantree gaff, also the greater portion of the standing Riggers all of which were found defective have since been renewed, and the remainder overhauled & repaired as required.

New Sails were supplied as required; the pumps were examined and found in good order; the Anchors, also the cables, viz: 240 fathoms of  $1\frac{3}{8}$  were ranged and found complete & in good order; a new screw steering gear, also two new Boats were supplied & fitted in lieu of those found defective and the remainder of the fittings and outfit were also overhauled & renewed as required.

Externally, the vessel was found in very good condition and was cleaned, scaled where required, and re-coated from keel to gunwale. Drillings were taken in three vertical sections, on each side, as per Rules for the purpose of ascertaining the actual thickness of the shell at those parts, but with the exception of the portions already referred to above as having been renewed no appreciable deterioration was found to have taken place in the thicknesses which were as follows:

Garboard:	$10/16$	By Rule	$10/16$
Bottom:	$9/16$	---	$9/16$
Bilge:	$9/16$	---	$9/16$
Sides:	$8/16$ & $7/16$	---	$8/16$ & $7/16$ (below sheer)
Sheer:	$9/16$	---	$9/16$

The Windlass was stripped & repaired as required and new solid hatches  $3''$  thick were supplied & fitted to the hatchways.

The Rudder was lifted; two of the Rudder joints were renewed and the others re-bushed and the vessel was in every respect put in a thoroughly good and efficient condition.

Henri Wilkinson

G. Stanbury