

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 25th June 1890 Port of London

Received in London Office,

50792
Wed 18 June 1890
a written one - 25 June 1890

Survey held at London

Date, First Survey 1st May Last Survey 25th June 1890

(No. of Visits Twelve)

on the Steel Screw Steamer BUCCANEER

Master D. W. Barker 84-89

NAME:-

Built at Newcastle

By whom Wigham, Richardson & Co

When 1885

9

460

Owners India Rubber, Gutta Percha, & Telegraph Works Co.

Port belonging to London

785

Owners' Address

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

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Thames

Destined Voyage To Island

ft. of Poop ft. of Forecastle ft. of Raised Or. Deck ft. of Moulded Depth ft. ins. Years assigned, if a Wood Ship. Character in Register Book.

Classed Acorn Bk. + LMC 10.85

100 A 1 4.89

Survey, No. 51040 Port London

early 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 8 ft. 1 ins. in Winter 8 ft. 3 ins. as painted on Ship

IRS, OR EXAMINATION AS PER RULE, FOR

Part S. I. No. 1

This Vessel has been examined in the Thames Iron Works dry dock, and afloat in the River Thames off Seabrook.

The bottom found in good order has been cleaned and painted. The double bottom tanks has been emptied, cleaned out and examined, and the cement in the bottom found in good order. The internal surfaces have been sealed and painted with a coat of oil and two coats of paint. The top of the tanks has been cleaned and coated, and the tanks itself tested under pressure.

The hatchways of the ceiling have been lifted in the holds and bunkers, the timbers cleaned out and examined throughout, and the cement found in good order. The floor and sides of the holds and bunkers have been sealed and painted.

The fore and after peaks and compartments at the after end of shaft tunnel have been examined and have been cleaned and painted. the lower part P. T. O.

GENERAL CONDITION OF THE

	Good	Blank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Ways	✓	Freeboards or Rivets	✓	Rudder	✓	Masts, Yards, &c.	✓
Stays	✓	Breasthooks & Stemson	✓	Windlass & Capstan	✓	Condition, how ascertained	Examined
Dk. Beams & Fastenings	✓	Transoms, Pointers, & Crutches	✓	Pumps	✓	Sails	Good
Dk. Beams & Fastenings	✓	Timbers of Frame at the openings	✓	Cement (if Iron Ship)	✓	Anchors No. of	38, 15, 2K
Keelsons	✓	Ditto ditto at other places	✓	Caulking of Bottom, D'k, & Watrways	✓	Cables	Stated to be complete
Strakes	✓	Keelsons	✓	Copper, or Y.M. (State if on Felt.)	✓	Hawsers & Warps	Good
Sides	✓	Clamps & Shelves	✓	When put on	✓	Standing & Running Rigging	✓
Deck	✓					Hatches	✓
Fore 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 good and efficient condition, and eligible in my opinion to remain as classed and to have record of survey 6.90 and on a new foremast being fitted to have notation of S. I. No. 1

Fee (if chargeable) per Scale I, Sec. 27...	£	:	:	
Fee (if chargeable) per Scale II, Sec. 27...	£	:	:	
Fee (per Section 28) ...	£	3	10	-
on Damage, Fee (if any) (per Sec. 28) ...	£	:	:	
cess (if required) to be made per margin	£	:	5	:
ng Expenses (if chargeable) ...	£	:	:	
urveyor's Fee (if any) ...	£	:	:	

Fees applied for,

18/6 18/90

Received by me,

3/7 18/90

a 20

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

TUES 26 AUGUST 1890

FRI 27 JUNE 1890

TUES 26 AUGUST 1890

of the fore peak being cleaned and coated with cement wash.

The after peak tank has been examined, cleaned and coated with cement wash and tested under pressure.

The Awining deck has been recaulked, and new cast iron couplings fitted to the Coal bunker scuttles in lieu of the flush rims originally fitted.

The masts and spars have been examined, and the foremast found defective in way of the wedging at the awining deck has been repaired for the voyage, on the understanding that a new mast will be fitted on the Vessel's return to the United Kingdom.

A new lower anchor has been supplied in place of one lost and the following are particulars of the Certificate of Test:-

No. of Cert. 18409. South Dock, Sunderland. 6th March 1889. Martin's Patent Stockless Anchor. Weight ^{into gun} 22-3-7. Proof Chain 23-0-2-14. ^{wt. required by Rule 21} 21-0-0.

Mark 18. 88. RWCPTS 18409. B & T (Ed) J. Hartness. Supl.

The following new Manila hawsers have been supplied:- Three 5½ inch one 5 inch. and one 4½ inch.

To complete the S. S. No. 1, a new foremast is required to be fitted.

The Vessel is lighted with the Electric Light on the continuous current and two-wire system. The Conductors are insulated with vulcanized India Rubber coated with braided hemp steeped in a preservative compound and are laid in wooden casings, the positive and negative leads being separated by a wooden tongue not less than ½ inch in width. The conductors are also covered with lead in some parts, and in others they are led through iron pipes for their more perfect protection in places where they are liable to get damp. "Cut-outs" are fitted where considered necessary. The quality of the workmanship could not be ascertained.

Chas. H. Jordan