

REPORT of SURVEY for REPAIRS, &c.

No. 751 Date of Writing Report 18 Port of London Received in London Office SAT. 20 JUN 1891

No. in Reg. Book. Survey held at London Date, First Survey 9 April Last Survey 5 June 1891

on the Iron S. British Peer Master

TONNAGE: NET 1428 GROSS 1478 UNDER DEK. 1372 Built at Belfast By whom Harland & Wolff When 1865

Owners J. Nourse Port belonging to London

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

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Commercial Destined Voyage

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

Last Survey, No. 645 Port Cal S.S. No. 3 - 878 S.S. No. 2 - 86

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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 + Damage Repairs

This vessel has now been placed in dry dock & prepared for survey by the removal of all the ceiling in holds, including cargo battens. All the scale or rust has been chipped or beaten off the iron surfaces. Portions of the cement in the flat of bottom have been broken up for examination of the iron surface underneath, & for drilling. The shell plating has been drilled, in each shake, in three sections viz. forward amidships, just abeam the lengthened portion, and at the after end. The result of these drillings is given below on the sketch - in black - & comparison is made - in red - with the original scantlings. The general result is that but little diminution of the scantlings from the original thickness is apparent. In the first two inside corners below the sheer stroke at the fore side of the peak bulkhead the plating is rather thin, being about 7/16 thick, & on this thin portion the plates on each side have been doubled their full breadth. The fore-castle plating was found to be very thin and

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Beats	
Decks	pl. new fwd		fwd		pl. new fwd		complete
Waterways		Examination Rivets		Rudder		Masts, Yards, &c.	
Comings		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained	inspected
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps		Sails	repacked & resealed
Low'r Dk. Beams & Fastenings		Structure of Frame at the openings		Cement (if Iron Ship)		Anchors	No. of 15. 15. 24
Planksheers		ditto ditto at other places		Caulking of Bot'm, D'k, & Wat'rways		Cables	laid complete
Sheerstrakes		Keelsons		Copper, or Y.M. (State if on felt.)		Hawsers & Warps	
Topsides		Clamps & Shells		When put on		Standing & Running Rigging	
Wales						Hatches	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c		Scuppers		Cargo & Main Hatchways	

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

This vessel having complied with the Rules & being now in good condition is eligible in our opinion to remain as classed & to be marked S.S. Lon. No. 3 - 91 with record of last survey 6.91 with pl. N. D. 91. & with survey Lon. 91.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	8	0	9
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)	£	:	:	

Committee's Minute

Character assigned 1.00A1 S.S. No 3/ 6.91

h03 A1 #1 6th survey 6/91

ROBERT EDMUND TAYLOR & SON, Commercial Station Printing, 10, Abchurch Lane, London, E.C. 4.

Lloyd's Register of British & Foreign Shipping.

so much rusted that it has been all stripped off and renewed to and including the first plate in the bulwarks.

In the hold, in a great many frames, a considerable amount of rust had gathered between the flanges of the frame & adjacent reverse frame, as well as behind the frames & the liners on the outside courses of plating. A great many of the shell & frame rivets at these places were broken. At all these places the rivets have been cut out, the rust cleared out, several new liners, as required, fitted, & all the riving throughout made good. The cement in the flat of bottom has been tested, & where defective has been cut out & made good. The centre line keelson partly re-riveted.

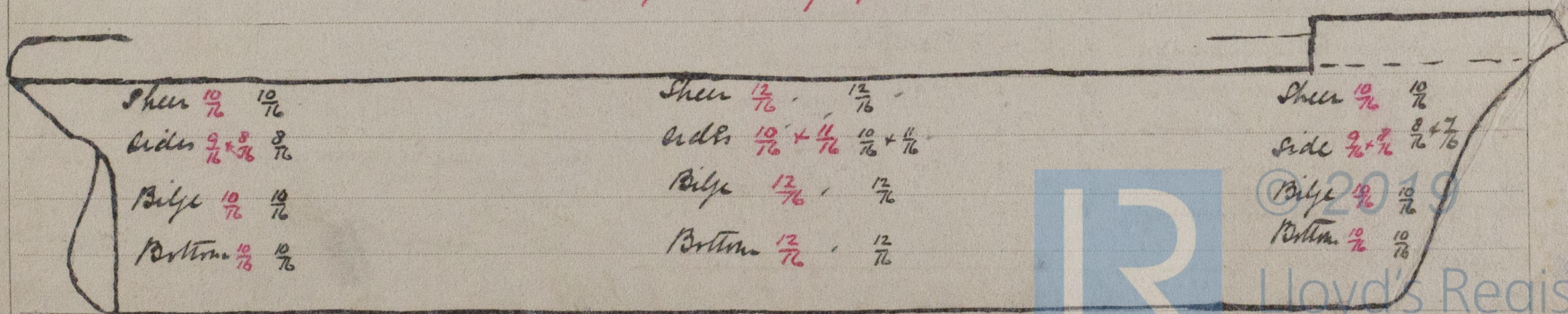
The deck house has been increased in size, the beams under the engine house have been plated over between the tie plates & the deck from right forward aft to the after end of main hatchway - making about $\frac{2}{3}$ rd of the main deck - has been renewed of 4 in yellow pine & the deck caulked & painted. The long deck house is new & is strongly framed & fitted.

The floor plates framing & interior of shell plating have been recoated with cement wash & paint & the ceiling relaid, and renewed where required. Masts & spar rigger & equipment generally overhauled renewed where required & made good. Chain cables ranged & found complete.

In consequence of damage sustained when being sustained by collision with the Roxburgh Castle the following has been done. Stern renewed. Bow plates renewed in all the strokes from & including the sheer stroke down to the starboard stroke on each side. In the starboard stroke a second plate on each side has been renewed. The lower head work & portion of the angle ribs of the stringer to which it is attached have been renewed. New transoms with all the gear attached thereto and head stays have been supplied. The forecabin deck partly renewed & the deck recaulked. New clhead on each side has been fitted and fastened.

Wm. T. Cooper
Davidson

Black as drilled
Red as per 1st Entry Report



Gun S. "British Peer"

In connection with the 6th Survey required by the Rules for the Liverpool Registry. All the requirements for this survey have been fully carried out, every stake of plating being drilled in three positions viz at the bow, amidships, & at the after end.

As stated above the result of these drillings is to show that there is but little diminution from the original scantlings.

G. P. Cooper

E. Davidson