

No. 52887

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *8<sup>th</sup> April 1892* When handed in at Great Office *8<sup>th</sup> April 1892* Port of *London* FRI 8 APL 1892

No. in Reg. Book. *273* Survey held at *Southwark* Date, First Survey *29<sup>th</sup> July* Last Survey *8<sup>th</sup> March 1892*  
(No. of Visits) *Two* Master *—* YEAR. MONTH. *1890 3*

TONNAGE:— Built at *Portsmouth* By whom *Vosper & Co.*  
GROSS *55* Owners *Shoreham Harbour Trustees* Port belonging to *Shoreham*  
UNDER DK. *55* Owners' Address *(See new owners, as per letter)*  
NET *13* (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? *—* Name of Dock *—*  
W.B.=D.B. *—* tons; f *—* tons; u.E.&B *—* tons; Cell DB *—* tons;  
FPT *—* tons; APT *—* tons; MT *—* tons.

Last Survey, No. *2973* Port *London*  
(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER. *+ 100 A1* For tug purposes *7.90*  
Machinery and Boiler Surveys (including date of N.B., if any). *+ LMC 11.89*  
Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage*  
This vessel has been examined at the request of Messrs Henry Head & Co. for the purpose of ascertaining what repairs would be required in order to render the vessel eligible to retain her class &c.  
The damage was alleged to have been sustained through driving ashore at Southwark by stress of weather, whilst towing one of the Harbour Toppers on the 11<sup>th</sup> Dec. 1891; and subsequently through sinking and being driven by the force of the sea through one of the piers of the Harbour.  
The vessel was visited on the 29<sup>th</sup> Jan'y 1892 and was then lying in Messrs Courtney & Birrell's Shipbuilding yard at Southwark, and on examination the following recommendations were made by the undersigned, viz:—  
*Kel.* The whole of the keel to be taken out from the fore foot scarp to P.T.O.

SUMMARY OF DAMAGE REPAIRS:—				Plates, Paired or Repaired	Frames, ditto	Plates, Renewed	Frames, ditto	Other Repairs
PRESENT CONDITION OF THE								
Decks	Transoms, Pointers, & Crutches	Copper, or T.M. (State if on felt.)	Hatches					
Waterways	Timbers of Frame at the openings	When put on, Month Year	Boats					
Coamings	Ditto ditto at other places		Masts, Yards, &c.					
Up'r Dk. Beams & Fastenings	Keelsons	Rudder	Condition, how ascertained					
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Windlass & Capstan	Sails					
Plating	Salting	Pumps	Anchors No. of					
Planking	Ceiling	Engine Room Skylights	Cables, length size					
Treenails or Rivets	Cement or Asphalt (State which.)	Coal Bunker, Open'gs, Lids, &c.	(State if now raised)					
Breasthooks & Stemson	Tanks (State if now tested.)	Scuppers	Hawsers & Warps					
	Caulking of Bot'm, D'k, & Wat'rw'ys	Cargo & Main H'tow'ys	Standing & Running Rigging					

General Observations, Opinion as to Class, Recommendation, &c.:—  
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9.91," or "to remain as classed and to have record of survey, 9.91, and the notations of ss No. 1-91 and ptND91, &c."  
The Owners have been communicated with as to when they proposed proceeding with the repairs, but no reply has been received, and under these circumstances it is considered advisable to furnish this report for the information of the Committee. The vessel when last classed was not eligible to remain as classed, and it is submitted the Owners should be asked to state whether it is intended to repair the vessel under the supervision of the Society's Surveyors with a view to retaining her class in the Register Book.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 9/11 18.12  
Survey Fee (per Section 28) £ : :  
Special Damage or Repair Fee (if any) (per Sec. 28.) £ .3 : 3 Received by me, *Clive H. Jordan*  
Travelling Expenses (if chargeable) £ 1 : 3  
Second Surveyor's Fee (if any) £ : :  
\*Is Certificate now required? *TUES. 12 APL 1892*  
Committee's Minute *Deferred*  
Character assigned *White Own. 12-12/4/92*



the scarp of the stern post, the broken length to be renewed, and the remaining lengths set fair and replaced.

Stern frame. The stern frame to be taken out repaired and replaced.

Rudder. The rudder to be unshipped, its plating removed, the frame made fair and plating riveted thereto.

The following shell plates to be renewed:-

On Starboard side. The 2<sup>d</sup>, 3<sup>d</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> aft the stern in A. (parted) strake; the 3<sup>d</sup>, 4<sup>th</sup> and 6<sup>th</sup> in B. strake; & the 4<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> in C. strake;

On Port side. The 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> in A. strake; the 3<sup>d</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> in B. strake; the 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> in C. strake; and the 9<sup>th</sup> in E. (sheer) strake. Total 24 plates.

The following shell plates to be removed, made fair & replaced:-

On Starboard side. The 8<sup>th</sup> in A. strake; the 2<sup>d</sup>, 5<sup>th</sup>, and 7<sup>th</sup> in B. strake; the 3<sup>d</sup>, 5<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> in C. strake; the 3<sup>d</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> in D. strake; and the 11<sup>th</sup> in E. strake.

On Port side. The 3<sup>d</sup>, 7<sup>th</sup>, and 8<sup>th</sup> in A. strake; the 2<sup>d</sup>, 9<sup>th</sup>, and 10<sup>th</sup> in B. strake; the 3<sup>d</sup>, 7<sup>th</sup>, and 8<sup>th</sup> in C. strake; the 2<sup>d</sup>, 3<sup>d</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>, and 10<sup>th</sup> in D. strake; and the 3<sup>d</sup>, and 10<sup>th</sup> in E. strake. Total 32 plates.

The following shell plates to be made fair in place.

On Starboard side. The 2<sup>d</sup> in C. strake; the 7<sup>th</sup> and 8<sup>th</sup> in D. strake; and the 5<sup>th</sup> and 7<sup>th</sup> in E. strake.

On Port side. The 2<sup>d</sup> in C. strake; the 4<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> in D. strake; and the 2<sup>d</sup> and 5<sup>th</sup> in E. strake. Total 11 plates.

All the started butts to be recaulked, and started rivets renewed. The wood gunwale rubbing piece to be repaired where damaged; and two lengths of the iron chafing bars on the starboard side, and one length on the port side to be renewed.

#### Frames.

In fore hold. The lower parts of the 8<sup>th</sup> & 9<sup>th</sup> frames abt the stern to be renewed on each side of the Vessel. The 11<sup>th</sup>, 13<sup>th</sup> & 15<sup>th</sup> to be renewed from the keel to the middle of D. strake on each side. The 10<sup>th</sup>, 12<sup>th</sup>, 14<sup>th</sup> and 16<sup>th</sup> to be wholly renewed on each side.

In Engine & boiler space. The 19<sup>th</sup>, 21<sup>st</sup>, 23<sup>d</sup>, 25<sup>th</sup>, 27<sup>th</sup>, 29<sup>th</sup> and 31<sup>st</sup> to be renewed from the keel to the middle of D. strake on the Port side; and the remainder of the frames on this side of the Vessel, together with all those in this space on the Starboard side to be wholly renewed from keel to gunwale; and those frames on the latter side which are continued up to the rail, & from the bulwark stanchions, to be renewed thereto.

In after hold. The 33<sup>d</sup>, 35<sup>th</sup>, 37<sup>th</sup>, and 39<sup>th</sup> (broken at the covering board) on the Starboard side, to be renewed from the middle of D. strake up to the rail.

In after peak. The 41<sup>st</sup> and 43<sup>d</sup> (broken at the covering board) on the Starb'd side, to be renewed from D. strake up to the rail.



Steel Screw Tug "HERCULES."Reverse Frames.

In fore hold. The 8<sup>th</sup> & the 16<sup>th</sup>, inclusive, to be wholly renewed on each side of the vessel.

In Engine & boiler space. All the reverse frames in this space to be wholly renewed on each side of the vessel.

Floors.

In fore hold. The 12<sup>th</sup> from aloft the stem to be renewed, and the 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup> to be taken out made fair, repaired and replaced.

In Engine & boiler space. The 18<sup>th</sup> to 22<sup>nd</sup> (inclusive) to be renewed; and the 23<sup>rd</sup> to 28<sup>th</sup> (inclusive), together with the 30<sup>th</sup> to be taken out made fair, repaired and replaced.

Centre Keelson.

In fore hold. The keelson consisting of double angles, and broken at the 16<sup>th</sup> floor, to be renewed to the butto, viz. on starboard side between the 10<sup>th</sup> & 11<sup>th</sup> floors, and on the port side between the 15<sup>th</sup> & 16<sup>th</sup> floors.

In Engine & boiler space. Consisting of double angles, and bent & broken under the boiler, to be renewed from the butto on the starboard side between the 30<sup>th</sup> and 31<sup>st</sup> floor, and on the port side between the 27<sup>th</sup> & 28<sup>th</sup> floors, to the butto in the fore hold. The forward ends of the remaining portions of the angles at the after part of this space to be faired.

Bilge Keelson.

In Engine & boiler space. Consisting of double angles, and badly bent on each side of the vessel, to be taken out, made fair, repaired & replaced.

Bulkheads.

Bulkhead at forward end of Engine & boiler space. The floor plate to be renewed, and also four of the bulkhead plates. The double frame angles to the bulkhead to be partly renewed at their lower parts where bent and broken. And one angle stiffener to be renewed, and one other removed, made fair & replaced.

Bulkhead at after end of Engine & boiler space. The lower parts of the double frame angles to be faired in place where bent, and four of the vertical angle stiffeners renewed.

Beam bulkheads. The plating and stiffeners to be taken down, made fair, repaired and replaced.

Engine and boiler bearers.

The engine bearers to be repaired and made good where damaged, and the boiler bearers renewed.

Cement in bottom.

The cement in the fore hold, engine and boiler space, and after hold to be renewed.

Deck and fittings.

About 534 feet of the deck planking to be renewed, and the deck rescaffolded.

The fore cabin skylight and the companion together with their coamings to be renewed. The after companion and skylight (in one) together with



Steel Screw Tug "HERCULES"

the coaming to be renewed. The wood scuttle to the after peak and its coaming to be repaired. The steering post to be replaced by new. A new standard to be fitted to the steering wheel. The bridge wheel post to be replaced by new. A new iron clasp to be fitted to the stern flag staff. Two new iron brackets to be fitted under the bow rail. The wheel chain rods to be straightened where bent, and one of the chains thereto refastened. A new brass deck flange to be fitted to one of the pumps, and the flange to the other pump repaired. And two iron covers to be fitted to the broken scuttles to replace those lost.

Beulwarks.

The lid and hinges to one of the wash ports on the starboard side, and the lid to one on the port side to be renewed. One length of the American Elm rail on the starboard side, and one on the port side to be renewed, and the rail repaired in other places on each side where damaged. The port bow chock to be repaired.

Cabins &c.

All the Cabins, fittings, side linings &c. to be entirely renewed, and also the W.C. and pipe thrusts.

Equipment.

New Anchors and Chain Cables, a new Torsion 70 fms of 11" Coir, 80 fms of 6" hump hawser, and 60 fms of 4 1/2" Coir hawser to be supplied to replace those lost; and also a new barge, lugs and jacks.

Chas H. Jordan