

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *May 20th 1892* When handed in at Local Office *18* Port of *London* *11* MAY 1892No. in *Survey held at* *London* Date, First Survey *March 23rd* Last Survey *May 12th 1892*
g. Book. *on the* *Sancti Sr. "Progress"* (No. of Visits *20* Master *J. Madden*TONNAGE. *414* Built at *Pt. Glasgow* By whom *Murdoch & Murray*. When *1883*.
GROSS *414* Owners *R. B. Ballantyne & Co.* Port belonging to *Glasgow*.UNDER DK. *317* Owners' Address
NET *231* (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? *By SR.* Name of Dock *Nelson Slip* Destined Voyage *Sieppe*WB=DbA tons; f tons; uE&B tons; Cell DB tons; }
FPT tons; APT tons; MT tons. }
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Survey, No. *52586* Port *Lon*

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs.*

The following repairs have been effected in consequence of damage stated to have been caused by the vessel lying on the ground, & by falling over on to her bilge while discharging a cargo of coal at the Seaborne Coal Co.'s Quay at Woolwich on March 14th 1892.

The keel was found to be set up about 2 1/2 inches in 80 feet, and the vessel's bottom on each side of the keel set up 1 1/2 inches in 60 feet. The boiler room bulkhead buckled and a number of floors broken. Now done - The keel unriveted for about 80 feet in way of boiler room bulkhead, also on Starboard side 3 plates in A strake, 3 in B, 3 in C, and 3 in D strake unriveted; on Port side 3 in A strake 4 in B, 3 in C, 4 in D strake and one in E strake unriveted, in order to fair the vessel's bottom, on examination of these plates 7 were found fractured these have been renewed as follows, on Starboard side

SUMMARY OF DAMAGE REPAIRS: *46* Plates, Faird or Repaired; *31* Frames, ditto. *11* Plates, Renewed; *✓* Frames, ditto. Other Repairs *Sundry*

PRESENT CONDITION OF THE

Decks	Transoms, Pointers, & Crutches	Copper, or Y.M. (State if on Felt.)	Hatches
<i>Good</i>	<i>Good</i>	<i>✓</i>	<i>Good</i>
Waterways	Timbers of Frame at the openings	When put on, Month <i>✓</i> Year	Boats <i>2</i>
Coamings	Ditto ditto at other places	Rudder <i>Good</i>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan	Condition, how ascertained <i>From St.</i>
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	Pumps	Sails <i>Stated good</i>
Plating	Salting	Engine Room Skylights	Anchors No. of <i>3 B. 15. 14</i>
Planking	Ceiling <i>Good</i>	Coal Bunker, Open'gs, Lids. &c.	Cables, length <i>Stated complete</i>
Rivets	Cement on <i>✓</i> (State which.) <i>Not tested</i>	Scuppers	(State if now ranged <i>No</i>)
Breasthooks & Stanchions	Tanks (State if now tested.) <i>Good</i>	Cargo & Main H'tch'w'ys	Hawsers & Warps <i>Good</i>
	Caulking of Bot'm, D'k, & Wat'rw'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 vessel is now in good and efficient condition, and eligible in our opinion to remain as classed and to have record of survey 5.92 and drp 5.92.

Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, *21/5 1892*
Survey Fee (per Section 28) £ : : Received by me, *25/5 1892*
Special Damage Fee (if any) (per Sec. 28.) £ 6 : 6 :
Selling Expenses (if chargeable) £ : :
and Surveyor's Fee (if any) £ : :
Certificate now required? *✓*

Committee's Minute *TUES. 24 MAY 1892*Character assigned *100A1**B.S. 12.91* *drp 92**White Dyn. Foundation* *bs due* *no. 1* *bs due*

53042 Lm

N^o 798 from the stern in B. Strake; On port side N^o 5. 6. 7. 7 in B. Strake
N^o 7 in D. Strake, and N^o 7 in E. Strake renewed. The remainder
faired as required refitted and re-riveted, also the keel faired
in place and re-riveted. Seven broken floors in the fore hold,
and nine in the boiler room have been partially renewed and
fitted with double butt straps, seven additional reverse frames
fitted on the broken floors in the fore hold, suitable liners fitted
between the floors & the vessels bottom and 21 additional frames
 $4\frac{1}{2} \times 3 \times \frac{7}{16}$ fitted to the floors (12 in fore hold and 9 in boiler room)
with a view to preserve the vessels bottom in shape and to
strengthen the same. - 3 plates in boiler room bulkhead renewed
the full height, and 3 partially renewed, and the port soot
plate faired in place, the middle line keelson partially unriveted
and faired in place. One plate forming starboard bunker end
renewed, 2 plates in the port bunker side partially renewed,
ten stanchions in fore hold faired & repaired, the cement
renewed where broken or disturbed, the ceiling relaid.
The decks caulked where required, and the vessels
bottom cleaned & recoated.
(Sundry other items of repairs particulars of which please
see damage report.) —

R. J. Johnson.