

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 9-6-96 When handed in at Local Office 9-6-96 Port of London
 No. in Reg. Book. 111 Survey held at London Date, First Survey 29-4-96 Last Survey 9-6-1896
 on the Wood, Iron or Steel BAROSSA (No. of Visits 2) Master J. G. Isles
 TONNAGE:— Built at Sunderland By whom J. W. Pile Coy When 1873-5
 GROSS 1019 Owners J. G. Isles Port belonging to London
 UNDER DEK. 885 Owners' Address
 NET 968 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Cubitt Town Destined Voyage Adelaide
 WB=CellDBorDBa tons; uE&B tons; f tons; MT tons;
 FPT tons; APT tons; MT tons.

N.B. All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 31899 Port Adelaide Shc Rwc

(Periodical Surveys, when held, must be reported in detail and verification 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, Chains, or Hawsers 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
 in consequence of striking as alleged, some hard substance or floating wreckage on her homeward voyage from Adelaide to London & this vessel was placed in dry dock, the bottom examined cleaned and recoated
 The rudder was unshipped and a part new head welded to same; a new rudder trunk fitted, The screw steering gear overhauled & repaired. The pintles of the rudder rebushed & poop deck made good where disturbed in way of rudder head.
 On each bow the third plate from the stem in E strike renewed, 2 gusset or bracket plates fitted (contd)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	<u>2</u>							<u>Rudder repaired</u>
Faired or Repaired ...								<u>deck caulked &c</u>
PRESENT CONDITION OF THE	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Decks	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Coamings	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Up'r Dk. Beams & Fastenings	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Low'r Dk. Beams & Fastenings	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Plating	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Bleeding	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Rivets or Tackles	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Breasthooks & Stemson	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Transoms, Pointers, & Cutches	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>

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."

This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed, with a fresh record of Survey Lou 6/96

Office Fee (if chargeable) per Scale II, Sec. 27 £
 Survey Fee (per Section 28) £
 Special Damage or Repair Fee (if any) (per Sec. 28.) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

Fees applied for,

Received by me,

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

Committee's Minute

Character assigned

FRI. JUN 12 1896

HULL CERTIFICATE
4/7/96

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Lloyd's Register
Foundation

Lou 709 - 0180 1/2

Barossa

each side fitted to the beam and panting stringer on fore side of the collision bulkhead the beam removed faired and replaced. Several rivets in the panting beam arm in fore peak.

The main deck caulked all fore aft, & the deck fastenings overhauled and made good where necessary.

A number of slack rivets in the main deck beam arms, the holes rimmed & larger, and larger rivets introduced.

The cargo battens and ceiling necessarily disturbed in way of above repairs to panting main deck beams replaced.

The top gallant bulwarks overhauled and repaired in places. also rail one bulwark plate on the starboard side amidships renewed, the wash port cut & fitted in new plate and bumpkin refitted.

15 fathoms of $1\frac{3}{4}$ inch stud link chain cable supplied no certificate 10434 South Dock Sunderland 15th June 1896 Tested to $77\frac{1}{2}$ & $55\frac{1}{2}$ Tons, H. T. Welford Superintendent.

Equipment letter R

Size required by rule $1\frac{3}{4}$ inch

Repairs due to Wear & Tear :-

The decayed wood deck under galley removed and replaced with an iron plate rivetted to the beams and angle iron ring filled up with cement and its efficiency tested with water.

The sea cocks overhauled the one forward ground in and made efficient, the after one dispensed with, the wasted part of shell plate removed & a fluke fitted in aperture & doubled inside. R

Edward W. Tierney