

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6th Sep 97 When handed in at Local Office London is Port of London
 No. in Reg. Book 799 Survey held at London Date, First Survey 26th Aug Last Survey 1st Sep 1897
 on the Wood, Iron or Steel A. S. Commonwealth Muster 4

TONNAGE:— Built at W. Hartlepool By whom Jurniss, Smith & Co When 1896. 9
 GROSS 3353 Owners R. Stewart & Co Port belonging to Liverpool
 UNDER DECK 1188 Owners' Address

NET 2163 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? CD. 9K Name of Dock Silbury Destined Voyage
 WB=CellDBorDBa feet; uE&B feet; f feet;
 total capacity - tons. FPT - tons; APT - tons; MT - feet - 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 Report, No. 2311 Port Barry

(Periodical Surveys, when held, must be reported in detail and serialim 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 through grounding in Dutch Canal
See Barry report No. 2311.

The Hull and bottom examined in dry dock; on the Starboard side in way of St. 1 hold five shell plates removed, faired and refitted; and five other plates faired in place, six frames and one web frame faired; on the Port bow three shell plates removed, faired and refitted, and two other plates faired in place, seven frames, and one web plate faired and refitted, and one frame cut and shifted, one beam end repaired, a number of started rivets on each side of bottom cut out and renewed, the stringers in way of damage faired, the comant made good. Rudder lifted and refitted and the bottom cleaned and recoated.

| SUMMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--|---|---|---|---------|--------|--------------|-------------|---------------------------|
| Renewed | | | | | | | | |
| Faired or Repaired ... | 15 | 13 | ✓ | ✓ | 1 | ✓ | ✓ | Rudder & rivets in bottom |
| PRESENT CONDITION OF THE | Timbers of Frame at the openings <u>Good</u> | Rudder <u>Good</u> | Hatches <u>Good</u> | | | | | |
| Decks <u>Good</u> | ditto ditto at other places <u>Good</u> | Windlass & Capstan <u>Good</u> | Boats <u>Good</u> | | | | | |
| Waterways <u>Good</u> | Keelsons <u>Good</u> | Have Pumps now been examined and found efficient? <u>✓</u> | Masts, Yards, &c. <u>Good</u> | | | | | |
| Coamings <u>Good</u> | Stringers, Clamps & Shelves <u>Good</u> | Have Sluice Valves now been examined and found efficient? <u>✓</u> | Condition, how ascertained <u>from etc.</u> | | | | | |
| Up'r Dk. Beams & Fastenings <u>Good</u> | Selling (State if examined.) <u>Good</u> | Have Watertight Doors now been examined and found efficient? <u>✓</u> | (State if wedges removed <u>no</u>) | | | | | |
| Low'r Dk. Beams & Fastenings <u>Good</u> | Ceiling <u>Good</u> | Have Watertight Doors now been examined and found efficient? <u>✓</u> | Sails <u>Good</u> | | | | | |
| Plating <u>Good</u> | Cement or Asphalt (State which.) <u>Good</u> | Dblg. Plates under Sounding Pipes <u>Good</u> | Equipment letter <u>JB. 15. 1K</u> | | | | | |
| Bleeding <u>Good</u> | Tanks (State if now tested.) <u>Good</u> | Engine Room Skylights <u>Good</u> | Anchors, No. of <u>3B. 15. 1K</u> | | | | | |
| Rivets or Trewnits <u>Good</u> | Caulking of Bot'm, D'k, & Wat'rw'ys. <u>Good</u> | Coal Bunker, Open'gs, Lids, &c. <u>Good</u> | Cables (State if now ranged) <u>no</u> | | | | | |
| Breasthooks & Stemson <u>Good</u> | Copper or Y.M. (State if now tested.) <u>Good</u> | Souppers <u>Good</u> | " length (on board) <u>no</u> | | | | | |
| Transoms, Pointers, & Crutches <u>Good</u> | When put on Month <u>no</u> Year <u>no</u> | Cargo & Main H'tch'w'ys. <u>Good</u> | " Rule length (per Table 22) <u>no</u> | | | | | |
| | | | Hawsers & Warps <u>Good</u> | | | | | |
| | | | Standing & Running Rigging <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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptnd97, &c."

This vessel is now in good and efficient condition, and eligible to remain as Classed, with record 9.97.

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|--|---|---|---|-------------------|--|
| Office Fee (if chargeable) per Scale II., Sec. 27 | £ | : | : | Fees applied for, | |
| Survey Fee (per Section 28) | £ | : | : | 18 | |
| Special Damage or Repair Fee (if any) (per Sec. 28.) | £ | : | : | Received by me, | |
| Travelling Expenses (if chargeable) | £ | : | : | 18 | |
| Second Surveyor's Fee (if any) | £ | : | : | | |

Committee's Minute FRI. 10 SEP 1897
 Character assigned 100A1 Spar etc.