

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23 Dec 1897 When handed in at Local Office 18 Port of London

No. in Reg. Book 758 Survey held at London Date, First Survey 16 July 1897 Last Survey 23 Dec 1897

on the Wood, Iron or Steel S.S. Buccannear Master

TONNAGE:— Built at Newcastle By whom Nathan Richardson & Co. When 1885 9

GROSS 785 Owners India Rubber Cult. Rubber & M. Co. Port belonging to London

UNDER DECK 765 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 460 Surveyed Afloat or in Dry Dock? In Name of Dock Fletcher Destined Voyage not fixed.

WB=Cell DBor DBa feet; u&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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. 58172 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, 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 & P.S. No 3

This vessel is stated to have been in collision with the S.S. American Prince 16/7/97 & to have received damage to the bows & cable gear forward which has now been repaired as follows.

Starboard side. One sheer stroke plate renewed. Two plates in sheer above main sheer stroke renewed (renewed in one plate). One plate in main sheer stroke out fairied & replaced, one plate in sheer next below sheer fairied in place. One awning deck stringer plate renewed. One main deck stringer plate fairied in place & three frames repaired.

On port side, one plate in the 1st sheer above sheer fairied in place. Stem fairied in place. One awning deck beam renewed. Head block repaired. One house pipe renewed & the other repaired. Damaged awning deck & port awning board renewed & the awning deck forward renewed where necessary. Windlass overhauled. Two rising plates renewed. Cable gear forward

SUMMARY OF DAMAGE REPAIRS:— Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Renewed ... Fairied or Repaired ...

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks	ditto ditto at other places	Windlass & Capstan	Boats
Waterways	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Coamings	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Low'r Dk. Beams & Fastenings	Ceiling	Dbng. Plates under Sounding Pipes	Sails
Plating	Cement or Asphalt (State which.)	Engine Room Skylights	Equipment Letter
Planking	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Rivets or Turnbuckles	Caulking of Bot'm, D'k, & Wat'rw'ys	Scuppers	Cables (State if now ranged)
Breasthooks & Stemson	Copper, or Y.M. (State if on felt.)	Cargo & Main H'tch'w'ys	" length (on board)
Transoms, Pointers, & Crutches	When put on, Month Year		" Rule length (per Table 22)
			Hawsers & Warps
			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, 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 appears to be in good condition & is eligible in my opinion to remain as classed with record of last survey 8.97

This vessel has now complied with the requirements of the Rules for S.S. No 3 and is in good & efficient condition & eligible in my opinion to remain as classed with record "S.S. No. 293-12.97"

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,
£ 6	£ 12	£ 5	£ 8	£	24/12 18.97	24/12 18.97

Committee's Minute

Character assigned

100A Awangak

+ 2 Dec 9.97

w.f.d. No. 3-12.97

59450

with platyms standards & to same revised or repaired as necessary.
All fittings in way of damage repaired & made good.

Two lengths of cable chain was revised description as under
20 fathoms 1 1/2 chain cable No 7480 Low Walker P. 14.

Thos Tindale Supl.

For S.S. No 3 - vessel placed in dry dock - bottom examined
cleaned and recoated. Rudder retouched

Inside of water ballast tank under engines & boilers & inside
of after peak tank examined

To complete the S.S. No 3. Excepting the examination of the bottom in
the dry dock & of the interior of the ballast tanks all the requirements
of the S.S. No 3. to be carried out

Chas. H. H. H.

The water ballast tank under engines and boilers
and the after peak tank examined under pressure
The fore peak examined.

all close ceiling in all holds and bunkers
lifted, the timbers cleaned out and cement examined
and all steelwork in way of close ceiling sealed
examined and recoated. The ceiling relaid and
renewed where necessary.

Examined all steelwork above close ceiling in
all holds and tween decks. Sides of engine and
boiler spaces examined. Steelwork in all bunkers above
close ceiling sealed examined and repainted.

ruining removed in way of sidelights in saloon
and officers rooms & steelwork in way of same exam^d

masts spars and rigging overhauled and
examined and main boom & gaff renewed.

It was not deemed necessary to drill
the shaft plating.

E. B. Humphreys