

REPORT of SURVEY for REPAIRS, &c.

No. 40 Port of Kobe
 No. in Survey held at Kobe & Nagasaki Date, First Survey 23/8/90 Last Survey 13/4 1891
 eg. Book. 77 on the British Steamer "Jambhai" (No. of Visits 93) Master Parsons

TONNAGE: NET 1565 GROSS 2455 UNDER DK. 2366
 Built at Glasgow By whom Barclay Curle & Co. When 1873
 Owners Frank Lipton, Mng. Owner. Port belonging to Shanghai
 Owner's Address Kobe Japan.
 If Surveyed Afloat or in Dry Dock both Name of Dock Nagasaki Destined Voyage to main deck.
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 21 ft. 0 ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 13131 Port Iron
 Classed Original class 100A. Glass omitted and - - - inserted

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship in salt water 7 ft. 11 ins. in fresh water 7 ft. 6 1/2 ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE S.S. No 3 (2nd time) for restriction.
 This vessel has been thoroughly overhauled and repaired throughout. The whole of the spar and close ceiling removed and renewed fore and aft, and the whole of the hull sealed from top to bottom inside and out and drilled for thickness a few sketches.
 In the spar deck the waterway was lifted in three places on each side, forward, aft and amidships, as well as the deck planking on each side of engine and boiler casing, for examination of stringers and tie plates, which were found to be in good order. The spar deck was renewed in Bombay about three years ago with Teak and is in very good order. Four steam cranes removed and deck properly filled in, steam mucker being fitted in lieu thereof. Short monkey forecable deck renewed, beams, &c., sealed and painted, deck and waterways relaid in Teak. Capstan repaired. Flying bridge deck renewed. Small cattle hatch abreast of foremast renewed and deck filled in. House aloft foremast removed. Two ventilators for

Plank (Bottom) & Counter	Ceiling	Boats
Treenails or Rivets	Rudder	Masts, Yards, &c.
Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained
Transoms, Pointers, & Crutches	Pumps	Sails
Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of
Ditto ditto at other places	Caulking of Bot'm, D'k, & Watrways	Cables
Keelsons	Copper, or Y.M. (State if on Felt.) When put on	Hawsers & Warps
Clamps & Shelves		Standing & Running Rigging
Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways
		Hatches

General Observations, Opinion as to Class, &c.: This vessel having undergone a complete overhaul and been placed in an efficient state in accordance with the requirements I recommend that she be restored to her Class of 100 A.1. as a spar decked vessel, with

free board of 7' 11".
 Fee (if chargeable) per Scale I, Sec. 26 £ 3.00
 Fee (if chargeable) per Scale II, Sec. 27 £ 10.00
 Survey Fee (per Section 28) £ 85.68
 Damage Fee (if any) (per Sec. 28) £
 (to be sent as per margin)
 Vetting Expenses (if chargeable) £
 and Surveyor's Fee (if any) £ 44.00
 Committee's Minute

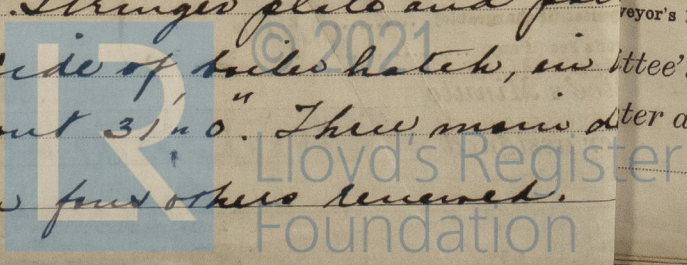
Character assigned
 Chief Surveyors
 Remarks approve
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 HULL CERTIFICATE WRITTEN.
 FRI 11 DEC 1891
 100A
 NBQ/subject 25. No 3-49

two decks and one for store room raised to 6 ft. and substantial
coaming with bad weather corner fitted to deck. Bridge deck beams (3)
renewed and flat renewed in Oregon pine. Lower portion of house room
boiler hatch on starb. side renewed 28'0" x 44'0" x 3/8". Iron hatch
fitted to gratings over boiler space on bridge deck. Two small hatches
removed abreast of main mast, & iron deck fitted in. Fore and aft
other deck pumps, large suction pipes repaired, a large portion being
renewed. Small hatch leading to fresh water tanks removed and deck
fitted in. One beam across fore end of boiler space on this deck renewed.

All weather deck hatch coamings raised to 3'0". New hatch beam
and fore and afters fitted. Windlass and engine taken out of ship and
put in thorough order, being practically renewed throughout. Plates
of mainmast being rather thin in way of partners was doubled
4'0" above and below deck with 3/8" plate. The whole of the standing
and running rigging, back and other stays were renewed, and a full
suit of sails supplied. One life boat fitted with new keel and outfit
with new tanks, the whole of the boats (6) being now in good order
the gear complete. New stuffing box and gland fitted to rudder head.
After (screw) steering gear overhauled, new stretching screws, rollers
sheaves and rollers being fitted. New gipsy wheel & new pinion fitted
to forward gear.

The forecabin was gutted out and after iron work
was scaled three frames and three scupper frames on the starb.
and two frames on the port side were renewed from spar deck
to a sufficient distance below main deck to give good shelter.
The butts being secured with good baron pieces. Four butt straps
were rivetted and one renewed and about 530 rivets were
renewed in edge rivetting where they had been affected by rust
in wake of air ports. In the two decks the cement was removed
from the water ways in three places on each side, the stringer
plates being found in very good order underneath. The deck
planking was also lifted in several places to examine tie plates
which were found in good order. A considerable number of
and two butt straps were renewed round the two decks in
the side ports or air scuttles had been leaking, and one re-
bar partly renewed. All cargo ports repaired, new rubbers
&c. About 50 glassies and 17 dead lights fitted to air ports.
Trunk bulkhead fitted round boiler hatch and stiffened
angle iron as before. Ten new (additional) stanchions fitted
under deck house aft of 2" iron. Two under after much on
Three under donkey boiler of 2 1/2" iron. Stringer plate and fore
iron deck abreast of and on fore side of boiler hatch, in
of old coal shoots renewed for about 31'0". Three main
beams renewed and angle irons on four others renewed.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying per is not so much damped as to spread the ink, or cause it to show through to the other side.



REPORT of SURVEY for REPAIRS, &c.

No. 140

Date of Writing Report

18

Port of

Received in London Office

10

No. in Book

Survey held at

Date, First Survey

Last Survey

18

on the

(No. of Visits)

Master

YEAR.

MONTH.

TONNAGE:—

NET

GROSS

UNDER DK.

Built at

By whom

Owners

Owner's Address

(if not already recorded in Appendix to Register Book.)

Port belonging to

Surveyed Afloat or in Dry Dock

Name of Dock

Destined Voyage

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

(if these particulars are not yet recorded in the Register Book.)

ft.: Moulded Depth

ft.

ins.

Last Survey, No.

Port

Classed

Years assigned, if a Wood Ship.

Character in Register Book.

Clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. State also the dates and Initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Angle iron renewed on inner edge of futters sternward of engine and boiler space for about 35" on each side. Deck renewed on each side and on fore side of and round engine and boiler hatches. All spar deck scupper pipes renewed and/or re-jointed on ship's side as found necessary. The side stringer above turn of bilge, of whole length of boiler space on Starboard. Several renewed in same space were also renewed. All scupper pipes from new decks to bilge were renewed throughout the ship. New coal locker built to suit fresh arrangement of boiler. Thirteen new plates partly renewed. About 11" of orlop stringer plate renewed Starboard side, as well as about 53" shell plate on both sides. One bulkhead and one other beam renewed. About 18" of orlop stringer renewed on port side of forward bunker. Eight stiffening bars forward water tight bulkhead of boiler space renewed. In the old

CONDITION OF THE

Plank (Bottom) & Counter

Treenails or Rivets

Breasthooks and Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at the opening

Ditto ditto at other places

Keelsons

Clamps & Shelves

Ceiling

Rudder

Windlass & Capstan

Pumps

Cement (if Iron Ship)

Caulking of Bot'm, D'k, & Wat'rways

Copper, or Y.M.

(State if on Felt.)

When put on

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of

Cables

Hawsers & Warps

Standing & Running Rigging

Hatches

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo & Main Hatchways

General Observations, Opinion as to Class, Recommendation, &c.:

(if chargeable) per Scale I., Sec. 27...

(if chargeable) per Scale II., Sec. 27...

(per Section 28)

Damage, Fee (if any) (per Sec. 28)....

(if required) to be sent as per margin

Expenses (if chargeable)

Surveyor's Fee (if any)

Fees applied for,

13

Received by me,

18

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

FRI 11 DEC 1891

TUES. 30 JUN 1891



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board space, ten floor plates, nineteen scum and twenty side
boards on tops of floors, barge keelsons for nineteen frame spaces, sister
wash plates, and the side plate and double angle iron on top
of middle line keelson, ^{for ten spaces,} were renewed. In the engine room the
only parts requiring renewal were nine intercostal plates, which
were gone round the bunked holes.

Fore, Main and after holds, peaks, chain locker &c. In excellent
condition generally, the only defective parts being twenty two
floor plates, thin for some distances round bunked holes; these
were doubled for 3" 0 in each side of middle line in one piece
making a capital job. Nine intercostal plates were renewed
for same reason. Bulbheads throughout in good condition. One butt
strap on side plate of keelson in fore hold rivetted. Sluice
valves and seats repaired, new rods and gear fitted.

Hull externally. The bottom generally was in very good order,
the plate edges being quite sharp and square. There is some
trifling pitting in a few places, but nothing extensive, the
most being, as usual, between sand and water. The whole
of the fancy work round stern was removed and not replaced, a
number of square ports being permanently filled in. The rudder plate
was lifted, new pintles, 4" dia., fitted and the gudgeons rebushed.
A shoe was fitted on the fore foot 20" 6 long. All sea cocks for aft
water and other pumps and connections examined and repaired. Condensers
where necessary, several bolts being renewed.

Equipment. The masts, yards, rigging, sails, stowage gear, boats and
fittings, &c. have been repaired or renewed as already described, and are
now ample and good. The stream and kedge anchors, stowage and
miscellaneous, hawsers, warps, &c. are all good, (several new), and
considerably above the requirements in size and number. The
bow anchors were below the weight, and two out of the three
have been replaced by heavier ones, bring the total over 10 1/2 cwt.
The chain cable altho' nearly up to the size generally was somewhat
worn in the ends of many of the links, and a new one of 300 fms.
by two inches, or one sixteenth larger than required, was ordered
and is due in about two weeks. The spar and main decks were
caulked fore and aft.

J.E.