

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25th Jan. 1917 When handed in at Local Office 27th Jan. 1917 Port of Dublin
 No. in Survey held at Dublin Date, First Survey 12-1-17 Last Survey 18-1-1917
 Reg. Book Suppl. "No. of Visits" 5

26 on the Wood, Iron or Steel Sc. 3 Met. Sr. FERGA Master Collister
 TONNAGE:— Built at Dublin By whom Dublin Dockyard Co. Ltd. When 1916 MONTH 7
 GROSS 791 Owners Michael Murphy, Ltd. (J. O' Dowd, Mgr.) Port belonging to Bardiff.
 NET 559 Owners' Address
315 (if not already recorded in Appendix to Register Book).

Kept Afloat or in Dry Dock? both Name of Dock Alexandra Basin Destined Voyage Coasting
 Cell DB or DBa feet; uE&B feet; f feet; f
 Capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

If vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, etc., and of the inner bottom plating, especially in the boiler space.
 Last Report, No. 39323 Port Coast

CHARACTER.	Year	Machinery and Boiler
For Special Survey, Date of last Survey and of Periodical Surveys.	Examined	Surveys (including date of N.B., if any).
<u>100 A. 1.</u>		<u>L.M.C. 7.16</u>
<u>7.16</u>		

Special cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were declined? Copy herewith. Was a damage report made by anyone else? If so, by whom? Mr. Raffey for Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained by collision with steamer "Thirby" in the Bristol Channel on January 1st, 1917, whilst on a voyage from Liverpool to Cardiff.
The vessel placed in dry dock, the bottom and rudder cleaned, examined, and coated.

and:— The stem set over and fractured at the top, a few bow plates indented, and the fore-castle deck stinger plate buckled at the fore end in way of the stem.
Repairs:— The stem cut about the 13'-0 mark, scarphed, and the upper portion of the stem renewed (forging report attached).
Port side:— No 1 plate in the fore-castle sheer strake renewed, and No 2 plate fairied in place.

SUMMARY OF DAMAGE REPAIRS:—	Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—
Renewed	<u>2 & 2 Bow</u>	<u>chocks</u>				<u>1 Port</u>	<u>pl. red.</u>	<u>Part stem, fairlead, moulding etc.</u>
Removed and Fairied or Repaired								<u>bow chock, breast hook, rails etc.</u>
Fairied or Repaired in place	<u>4</u>	<u>2</u>						<u>Fore-castle deck re-caulked.</u>

PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Dbing. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stenson	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings	Ditto ditto at other places ditto	Stringers, Clamps & Shelves	Salting	Copper, or Y.M. of Wood Vessels	When put on, Month	Boats	Masts, Yards, &c.	Condition, how ascertained	Sails	Equipment letter	Anchor, No. of	Cables (state if now ranged)	length (on board)	Rule length	Hawser & Warps	Standing & Running Rigging
<u>good</u>	<u>not examined</u>	<u>"</u>	<u>no</u>	<u>no</u>	<u>not examined</u>	<u>"</u>	<u>good</u>	<u>good</u>	<u>"</u>	<u>"</u>	<u>not examined</u>	<u>not examined</u>	<u>not examined</u>	<u>good</u>	<u>good</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>"</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>ditto</u>	<u>no</u>	<u>When put on, Month</u>	<u>good</u>	<u>"</u>	<u>from deck</u>	<u>no</u>	<u>l.</u>	<u>3.1.1</u>	<u>no</u>	<u>stated correct</u>	<u>size</u>	<u>sufficient</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, 1,1,1," or "to remain as classed and to have record of survey, 1,1,1, and the notations of ss No. 1-11 and ptND11, &c."
This vessel is in an efficient condition and eligible, in my opinion, to remain classed with fresh record of survey - 1.17.

Survey Fee (per Section 28)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	5	5	0	26.1.1917
Printing Expenses (if chargeable)	9	0	0	30.1.1917
And Surveyor's Fee (if any)	£	:	:	

Received by me, M. Forster
 Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute
 Character Assigned 100 A. 1.
(without Spl. Cond.)



[Handwritten notes on the left margin, including 'All work done on this vessel...']

If certificates required? If so, to be sent to

s.s. "FERGA"

Damage Repairs Continued:

Port Side: - Nos 1 & 2 plates in the 1st strake below the fore-castle sheer strake faired in place.

The bow chock plate renewed with inner moulding.

About 16 feet of outer moulding renewed.

About 16 feet of gunwale bar renewed.

One frame in way of the damaged plates faired in place.

The bracket on the bow chock plate for fairlead removed and refitted to new plate.

The fairlead on bow chock plate renewed.

Starb^d Side: - No 1 plate in the fore-castle sheer strake renewed.

No 1 plate in the 1st strake below the fore-castle sheer strake faired in place.

The bow chock plate renewed together with inner moulding.

About 16 feet of outer moulding renewed.

About 16 feet of gunwale bar renewed.

One frame in way of the damaged plates faired in place.

The fairlead and bracket for same on the bow chock plate removed and re-fitted to new plate.

The breast hook on the bow chock plates removed, faired and replaced, and the angles to same renewed.

A new rope stem-fender supplied.

Fore-castle Deck: - The rails and stanchions on the port and starboard sides removed, faired and replaced.

The fore-castle deck stringer plate cropped at the forward end and part renewed, and the gunwale bar in way of the new plate renewed.

The fore-castle ventilator removed, repaired and replaced.

The fore-castle deck (wood) recaulked.

The cement in waterways at both sides renewed in way of the damage.

Removals for access: - The fore stay to let go and refit to new stem.

One stem plate on each side at the 13 foot mark removed for scarphing ^{stem} and replaced.

Fore-castle: - Air pipe removed and refitted.

Stores and fittings removed and replaced.

Two bunks removed and refitted.

Wooden bulkhead part removed and replaced.

All new and repaired work re-coated.

Wear & Tear Repairs: - A number of batty seams and rivets on the bottom re-caulked.

J. G. Forster

