

## REPORT of SURVEY for REPAIRS, &amp;c.

Writing Report at *the* *1892* When handed in at Local Office *is* Port of *Smythnes* MO. 14 NOV 1892

Survey held at *Smythnes* Date, First Survey *13<sup>th</sup> Sept* Last Survey *6<sup>th</sup> Oct* 1892  
 on the *Wood, Iron or Steel* Ship *Thermophylæ* Master *Winchester*  
 TONNAGE: Built at *Aberdeen* By whom *Mr. Stodd & Co* When *1868*  
 991 Owners *British Royal Lloyds & Co.* Port belonging to *Victoria B.C.*  
 727 Owners' Address *Victoria B.C.*  
 948 (if not already recorded in Appendix to Register Book)  
 Laid Afloat or in Dry Dock? *Do not* Name of Dock *Kinross* Destined Voyage *Victoria B.C.*

DBa tons; FPT tons; u&B tons; CeIDB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 tons; APT tons; MT tons.

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

Survey, No. *2* Port *Vic B.C.* Cont. *13 A 1* 19  
*June 12, 27*  
*5.90*  
*Ym 5.90 CF Roof*  
 Society's Freeboard (if assigned) as printed on Ship and now verified.

REPAIRS OR EXAMINATION AS PER RULE, FOR *Special Survey No. 6, Section 43, Composite Rules.*  
 This vessel has been submitted to *Special Survey* as per *Section 43, Composite Rules.*

*put plating in dry dock.*  
*metal sheathing entirely stripped off, the inside plating scraped*  
*and the hull & bottom examined & found in good condition.*  
*the frames & cross frames & parts of the floors above the keel being*  
*a rusty condition.*  
*the whole of the close ceiling loose & fire has been removed & caps battens*  
*stripped off.*  
*the oxidation has been scaled & beaten off the iron work.*  
*the cement in the spaces has been cut out to ascertain the condition*  
*the frames, floors, hull & bilge plates. (all of which I found to be*  
*in excellent condition.)*

STATE OF DAMAGE REPAIRS	Plates, Fair or Repaired	Frames, ditto	Plates, Renewed	Frames, ditto	Other Repairs
CONDITION OF THE					
<i>End</i>	<i>Transoms, Pointers, &amp; Crutches</i>	<i>End</i>	<i>Copper, or T.M.</i>	<i>Yellow Rust</i>	<i>End</i>
<i>d</i>	<i>Timbers of Frame at the openings</i>	<i>d</i>	<i>(State if on Plate)</i>	<i>When put on, Month</i>	<i>Oct Year 1892</i>
<i>d</i>	<i>Ditto ditto at other places</i>	<i>d</i>	<i>Rudder</i>	<i>End</i>	
<i>d</i>	<i>Knees</i>	<i>d</i>	<i>Windlass &amp; Capstan</i>	<i>d</i>	
<i>d</i>	<i>Clamps, Shields &amp; Stringers</i>	<i>d</i>	<i>Pumps</i>	<i>d</i>	
<i>d</i>	<i>Salting</i>	<i>d</i>	<i>Engine Room Skylights</i>	<i>d</i>	
<i>d</i>	<i>(State if examined.)</i>	<i>d</i>	<i>Coal Bunker, Open'gs, Lids, &amp;c.</i>	<i>d</i>	
<i>d</i>	<i>Ceiling</i>	<i>d</i>	<i>Scuppers</i>	<i>d</i>	
<i>d</i>	<i>Cement or Asphalt</i>	<i>d</i>	<i>Cargo &amp; Main Hatchways</i>	<i>d</i>	
<i>d</i>	<i>(State which.)</i>	<i>d</i>			
<i>d</i>	<i>Tanks</i>	<i>d</i>			
<i>d</i>	<i>(State if new tested.)</i>	<i>d</i>			
<i>d</i>	<i>CaULKING of Bot'm, D.K. &amp; Wat'r'ys</i>	<i>d</i>			

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," "to remain as classed and to have record of survey, 991, and the notations of No. 1-91 and ptd 991, No."

This vessel is in a good state of repair, (subject to a New main deck being laid & fitted) & in my opinion merits the favorable consideration of the Committee to be continued as classed, to have record of Survey, 1892.

with notation of *10.5.55* Section 1892.

(if chargeable) per Scale II, Sec. 21 — £1 10/0. 1892

Fee applied for, *18*

Received by me, *Oct 1892*

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

Committee's Minute *TUES. 15 NOV 1892*

Character assigned *Deferred for renewal of deck.*

Write Own *11.48*

*11.48*



The cement in the ends of the vessel has also been cut out from the  
mach forward, from the after hatch aft to expose the frames & reverse  
frames at these parts.

Bilge cleaned & dried out throughout.  
Hatch wedges driven out & steps cleaned.

Windlass unshipped & its wood lining sufficiently stripped for examination  
and the cables withdrawn from the lockers, arranged for inspection.

A number of the brails & iron fastenings driven out to ascertain the  
condition.

Rudder unshipped for examination.

The upper deck bored in various parts to ascertain its general  
thickness.

When the vessel was thus prepared I made a careful & thorough  
examination of the hull, & found the same in a good state of preser-  
vation with the following exceptions, to-wit:

Forward on Port side of Two mach step eighteen reverse frames de-  
fective, between side & main keelson angles at upper edge of  
Cement.

On starboard side eighteen reverse frames in same condition at  
same part of ship.

Rivet in lower crutch forward sheered.

Aft, Port side, Twenty reverse frames defective, between main &  
side keelsons at upper edge of Cement retaining from after hatch  
aft.

Starboard side eighteen reverse frames at same part in same condition.  
In middle of ship on Port side one Butt plate between side & main  
keelson corroded through by bilge water.

Buts of pumps corroded away.

Sixty of the through brail bolts in different parts of vessel broken  
off inside the vessel at the brails.

Some defective rivets in main keelson angles & inner plate of same.  
Rudder unshipped & main piece found to be broken & decayed & a  
part of rudder destroyed by worms.

Something in a defective condition in the butts & seams of bottom  
planking below the load line the water threads being rotten.

Main Deck bored in various parts & its general thickness found  
reduced by decay & was in less than three inches.

The vessel therefore requires a new deck.

I have carefully examined the cement throughout the bottom of  
the same adhering firmly & satisfactorily to the but & bilge plates,  
floors & frames, excepting in the centre of ship in places & at the  
bilge where the cement had come off the iron floors, butt straps,  
plates & frames.

Repairs The cement removed from the fore & after ends of the vessel  
& all & each of the before mentioned wasted reverse frames backed with



## Thermophylae

new frame returning from the side to the main hulls angles.

Twenty four new frames in all.

The defective butt plate in Port side renewed.

All loose and rivets in Hulls angles, sides plates, & Crutches driven out replaced with new rivets.

All the broken Metal bolts sixty in number backed out replaced with new bolts.

Some of the galvanized iron bolts backed out of the topsides & formed in good condition.

The defective ends of main pumps cut off & leaden ends fitted in line of iron.

New Rudder supplied, main pump fixed.

After the repairs were completed the vessel was carefully re-examined, all exposed parts under close ceiling such as the bilge plates, butt plates, heads of Metal fastenings, frames & floors have been carefully covered with a good thickness of Cement to prevent oxidation. The Cement removed for examination has been renewed.

The ends of the ship have been filled in with Portland Cement from the top of the floors & up the sides as high up as the side hulls, all the frames & cross frames at these points have been well covered with Cement.

Iron track steps covered with Cement.

The iron work above the close ceiling has been well coated with paint.

Plates of masts filled with Cement, mast partners scathed & all coated with paint.

New wedges & mast coats fitted.

The ceiling has been relaid in good order fitted in statches in place & strakes left at other parts of the ship to render the bottom easily accessible for inspection, cleaning & coating.

Any battens on ships sides replaced in good order.

Several of the stow pillars that were bent have been taken into straightened & replaced and fitted portable for taking in lumber.

The Windlass has been badly stripped, the main pump examined & found sound.

The Chain cables ranged, length, size & condition ascertained & with the anchors & other general equipment found to be in good order, as per Rule, size of Chain cables 1" 7/16."

The Bottom has been well hosed & caulked & sheathed with 22-24 oz Muntz Metal in turned felt up to the 21.6' aft & put forward water marks as before.

Sturice



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Lloyd's Register  
Foundation



# REPORT of SURVEY for REPAIRS, &c.

No. *Date of Writing Report* 18 *Port of* *Received in London Office.*  
 No. in *Survey held at* *Date, First Survey* *Last Survey* 18  
 Reg. Book. *on the* *(No. of Visits)* *Master* *YEAR.* *MONTH.*

TONNAGE:— *Built at* *By whom* *When*  
 NET *Owners* *Port belonging to*  
 GROSS *Owners' Address*  
 UNDER DK. *(if not already recorded in Appendix to Register Book.)*  
*If Surveyed Afloat or in Dry Dock* *Name of Dock* *Destined Voyage*  
*Length of Poop* *ft.: of Forecastle* *ft.: of Raised Or. Deck* *ft.: Moulded Depth* *ft.* *ins.*  
*(if these particulars are not yet recorded in the Register Book.)* *Years assigned, if a Wood Ship.* *Character in Register Book.*

*Last Survey, No.* *Port*  
*(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) in Summer ft. ins.*  
*Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in Winter ft. ins.*  
*of any letters respecting this case.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR

## PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways	Treenails or Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks & Stemson	Windlass & Capstan	Condition, how ascertained
Up'r DK. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r DK. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of
Planksheers	Ditto ditto at other places	Caulking of Bot'm, D'k, & Wat'rways	Cables
Sheerstrakes	Keeleons	Copper, or Y.M. (State if on Felt.) When put on	Hawsers & Warps
Topsidings	Clamps & Shells		Standing & Running Rigging
Wales			
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways
			Hatches

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

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 18 Received by me, 18
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28) .....	£	:	:	
Special on Damage, Fee (if any) (per Sec. 28) ....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	
Second Surveyor's Fee (if any) .....	£	:	:	

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

Committee's Minute  
 Character assigned