

REPORT of SURVEY for REPAIRS, &c.

No. 91

No. in
Reg. Book.

Survey held at Philadelphia

Date first Survey July 27

Last Survey

September 21, 1881

on the

Steamship "Vaderland"

Master

W. A. Beynon

TONNAGE under Tonnage Deck

2059

Ditto of Spar Deck, or Avoing Deck

Ditto of Poop

Ditto of Raised Gr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

2748

Net Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St' mer, cut on Bm.

2001

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

1st Survey, No.

20880

Port

London

Classed

100 A. 1

4.78.

PAIRS, OR EXAMINATION AS PER RULE

Special Survey No. 2

J. J. 401. 78

The Vessel was placed in Dry Dock, the outside plating scraped all over, the ceiling removed, where necessary, to expose the plating fully; the plating, frames, etc. inside were cleaned & scraped. The Windlass was unhung, and the chain cables ranged on deck. The Masts, spars, sails, rigging, boats and appendages, and all other parts of the equipment were thoroughly examined.

The double bottom was tested by a head of Water to height of light load line.

The following repairs were made:

A few butts near Stern, in Keel, and Garboard strakes, and the ends of seams on propeller ports were eaten into by corrosion, they were carefully cleaned, and patches fitted over them, held on by counter sunk tap bolts. Some rivets in frames of Stern and Counter, found loose, were renewed, 3 new rivets put through plating

Present Condition of the

Plating

all new,

good

Treenails

good

Windlass and Capstan

good

Waterways

Breasthooks and Stemson

good

Pumps repaired

good

Trunks

Transoms, Pointers, and Crutches

good

Boats scraped & painted

good

Upper Deck Beams & Fastenings

Timbers of the Frame at the openings

good

Masts, Yards, &c. repaired

good

Lower Deck Beams & Fastenings

Ditto Ditto at other places

good

Condition, how ascertained inspection

Plank sheers

Keelsons

good

Sails some new, mes. 2 1/2 sets

good

Garboard strakes

Clamps and Shelves

good

Anchors No. of as per rules

Staysides

Rudder

good

Cables ranged on Deck

good

Decks

Copper

When put on

Hawsers and Warps some new

good

Bottom (Bottom) and Counter

Caulking of

Standing & Running Rigging renewed

good

Engine Room Skylights

Good

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo and Main Hatchways

good

Hatches

good

General Observations, Opinion as to Class, &c.

The repairs recommended having been completed, this Vessel is now in a good and seaworthy condition, and, in my opinion merits the favorable Consideration of the Committee to be continued, as classed 100 A. 1. in the Register.

Amount of Entry Fee ... £ 3 : 0 : 0 received by me,

Special ... £ 6 : 0 : 0 187

Certificate (if required) ... £ 0 : 5 : 0

Selling Expenses, if any, £ 0 : 5 : 0 9 - 10 0 -

Committee's Minute

Tuesday, October, 11th 1881.

Character assigned

100 A. 1

S.S. No. 2-81



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Lloyd's Register Foundation

and rudder put under knuckles, - Plating around boss of propeller
found slightly loose, was drawn tight by inserting 6 countersunk
screws between old rivets on each side - The rudder was unshipped
(and generally overhauled), - The Screw Steering gear was taken apart
new key put in bosses of Handwheels, and screws, nuts, bearings
stuffing etc put in good order. - An entire new upper deck,
3 3/4" best Georgia Yellow pine, was put in, well caulked, planed & in
all planking ^(under deck) Cabin, State rooms & officers rooms etc renewed, etc
2 new Scupperns (to replace broken ones) were put in Main Deck forward
The chart room was caulked, - 2 iron hatch chocks on upper deck
The boiler hatch forward was repaired; - two Water closet tanks
Deck were repaired, and new connections of lead pipe made
2 new Water tanks (4500 gall.) were put in fore hold, and ceiling
A new smoke stack for galley put in.
Fore and aft ^(Sides) parts of Coal bunkers, around boilers, ~~were~~
and thwartship ends repaired.

Three were put in, to
overcome weakness
shown in stem.
(A new intercostal bidge Kelson was put in, running
from forward end of Coal bunker, where it lapped 4 1/2"
over end of double hull, through boiler and engine
space, through Shaft tunnel, until joined to Stuffing
box bulkhead by strong gusset plates)

Aft peak tank around Stern tube, was stiffened
four bulb beams 10 x 9/16", attached to frames by knees 2,

A number of rivets, found loose in transoms, and in the
box Bulkhead frames, were renewed.

The front boiler bearers, and 14 sheets of top of
double bottom under boilers were removed, the former
fitted with new angle iron, the latter put back; 4 of the
plates had to be replaced by new ones.

Two new chain pipes had to be put in, the old
being worn out, and corroded.

The double bottom & side were thoroughly examined
the cement found good & solid, floors & Kelsons & top very little

Fore & main gaff were repaired, new Main boom put
new traveller for fore gaff, - all lanyards renewed, and
all deadeye bolts, - Boat davits, blocks & falls repaired & 2
2/3 of blocks for rigging renewed, - new jacks stay, - new top
and forestaysail; - Main sail repaired.

Steam winches repaired, new slide Valves fitted, pipes, and
appendages thoroughly overhauled. ^{Deck pumps repaired} new brass Valves put in

The Vessel was painted outside and inside all over
2 new 6" hawsers, each 150 fathoms, 2 new 9" checkropes, each 7.

Made final Survey September 21, and found
repairs completed.