

# REPORT of SURVEY for REPAIRS, &c.

50609

Date of Writing Report 12-2-90 - Port of London Received in London Office, TUES 25 FEB 1890

No. in Survey held at London Date, First Survey 31<sup>st</sup> July Last Survey 17<sup>th</sup> Feb 1890

24 on the 'Aberdeen' Iron Screw Master C. Taylor

TONNAGE:- Built at Glasgow By whom R. Napier & Co When 1881-12

NET 2371 Owners G. Thompson & Comp Port belonging to Aberdeen

GROSS 3616 Owners' Address (if not already recorded in Appendix to Register Book.)

UNDER DE. 2565 If Surveyed: Afloat or in Dry Dock Dry Dock Name of Dock Tilbury Dock Destined Voyage Melbourne

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Years assigned, if a Wood Ship. Character in Register Book.

Last Survey, No. 49283. Port Lou Classed 100 A.1. Spar Deck

(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 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, FOR

Part Special Survey No. 2.

This vessel was seen lying in the Tilbury Dry Dock, the bottom examined cleaned and coated. The chain cables ranged out 300 fms. in length.

The vessel was afterwards visited afloat in the Royal Albert Dock, when the following was done, viz:-

The hatches of ceiling lifted, the timbers cleaned out, cement examined, and floors cleaned and coated, in the fore, main, and after holds, with exception of the portion under the chain locker in the fore hold, and the portion between the 17<sup>th</sup> floor space abate the bulkhead at the fore end of the after hold and right aft.

The sides of the holds and lower tween decks examined and found in a rusty condition. The lower tween decks sealed and painted. The upper tween decks

PRESENT CONDITION OF THE		Boats	
Decks	Good	Plank (Bottom) & Counter	Good
Waterways	Good	Treenails or Rivets	Good
Comings	Good	Breasthooks & Stemson	Good
Up'r Dk. Beams & Fastenings	Good	Transoms, Pointers, & Crutches	Good
Low'r Dk. Beams & Fastenings	Good	Timbers of Frame at the openings	Good
Plankbeams	Good	Ditto ditto at other places	Good
Sheerstrakes	Good	Keelsons	Good
Topedges	Good	Clamps & Shelves	Good
Wales	Good	Ceiling	When seen good
Engine Room Skylights	Good	Rudder	Good
Coal Bunker, Openings, Lids, &c.	Good	Windlass & Capstan	Good
General Observations, Opinion as to Class, Recommendation, &c.:		Pumps	Good
This vessel is now in good and efficient condition and eligible in our opinion to remain as classed for the voyage, but without a record of this survey in the Register Book.		Cement (if Iron Ship)	Good
		Caulking of Bot'm, D'k, & Waterways	Good
		Copper, or Y.M. (State if on Felt.)	Good
		When put on	Good
		Boats	7
		Masts, Yards, &c.	Good
		Condition, how ascertained	Examined
		Sails	Good
		Anchors No. of	3 B, 1 S, 2 K
		Cables Ranged	300 fms. good
		Hawsers & Warps	Good
		Standing & Running Rigging	Good
		Hatches	Good
		Scuppers	Good
		Cargo & Main Hatchways	Good

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

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed for the voyage, but without a record of this survey in the Register Book.

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) ...	£		

Committee's Minute FRI 16 MAY 1890

Character assigned Deferred for completion

1890

TUES 19 AUGUST 1890

Edward Protheroe  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
G. Stanbury  
Chas H. Jordan

6 FEB 91

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goodwell Road, London.



examined and found in good order.

The lower compartments of the fore peak only partly examined on account of stores, and observed to be in a rusty condition. The lazarette could not be examined as it was under Customs' seal.

The main cross bunker and side bunkers could not be examined because of the coals in them.

The interior of the ballast tank under the engines and boilers examined. The ironwork found rusted, and the asphalt in the floor spaces between the middle line and first longitudinal girder on each side had run and left several portions of the shell plating bare, and a number of the rivet heads exposed and in some instances wasted. The top of the tank under the boilers found wasted through in about a dozen places, and these places repaired with patches felted and secured with bolts and nuts; and the top cemented over with a layer of Portland Cement about 2 in. thick.

The after trimming tank tested under pressure.

The masts and spars examined, with the exception of the heel & wedging of main mast; and the bowsprit repaired.

A new  $3\frac{1}{4}$ " steel wire hawser, and a new  $7\frac{1}{2}$ " manilla hawser supplied.

To fulfil the requirements of the Rules for the S. S. No. 2, the following remains to be done, viz:—

- 1 The timbers under the Chain locker in the fore hold to be examined.
- 2 The hatchets of the ceiling to be lifted, and the timbers cleaned out for examination of the floors and cement in the after hold from the 17th floor space abaft the bulkhead at the fore end of the hold to right aft.
- 3 The main cross bunker and side bunkers to be cleared, and the hatchets of ceiling in same lifted and timbers cleaned out for examination of the floors and cement.
- 4 The fore peak and lazarette to be cleared for examination.
- 5 The ballast tank under the engines & boilers to be emptied and cleaned out, the ironwork sealed, all the asphalt between the middle line and first longitudinal girder on each side removed, the wasted rivets renewed, and the tank tested as per Rule.
- 6 The after trimming tank emptied and cleaned out for examination.
- 7 The wedges removed from the main mast in bunker, and the heel of the mast examined.

Chas. H. Jordan

G. Starbuck