

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug 21 1895 When handed in at Local Office Sept 2 1895 Port of Belfast

No. in Reg. Book 1134 Survey held at Belfast Date, First Survey Aug 6 1895 Last Survey Aug 27 1895

on the Wood, Iron or Steel L.S. County Erry Master G. Winton

TONNAGE:— Built at Sunderland By whom T.P. Austin & Son When 1889 MONTH 11

GROSS 1894 Owners County Steam Ship Co. Ltd. Port belonging to Belfast

UNDER DK. 1381 Owners' Address (W. J. Woodside Ingr.)

NET 1168 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Hamilton Destined Voyage Antwerp

WB=DbA tons; f tons; uE&B tons; CellDB tons; FPT tons; ABT tons; MT tons.

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

Last Survey, No. 1123 Port Widb

CHARACTER.	Year Assigned	Year Expired	Machinery and Boiler Surveys (including date of N.B. if any).
* for Special Survey.			
Date of last Survey and of Periodical Surveys.			
+100 A 1			+2 MC
2.92			11.89

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case. 11.24 July 1895 11.20 Aug. 1895 11.13 Aug. 1895

Society's Freeboard (if assigned) as 1 ft. 6 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S.S. No. 1, and repairs.

The vessel placed in Dry dock. Proper stages made and the holds and peaks cleared. The whole of the ceiling removed from the double bottom; the coal bunkers cleared for examination, and the ceiling removed as in the holds.

The Asphalte in the bottom of the whole of the tanks was found blistered a little in nearly every space all fore and aft on both sides, also broken in many places and the rivets and plating exposed, and it was in much the same condition outside the margin plates.

The framing, floors and girders in the tank under the boilers have been sealed, and a number of the floors and girders were found badly wasted and the inner bottom plating slightly deteriorated. The following repairs of the above have now

SUMMARY OF DAMAGE REPAIRS:— Plates, Faird or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Good	Hatches	Good	Boats	Good
Waterways	Good	Timbers of Frame at the openings	Good	(State if on Felt.)	Good	Boats	Good	Masts, Yards, &c.	Good
Coamings	Good	Ditto ditto at other places	Good	When put on, Month	Good	Condition, how ascertained	Good	Sails	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Good	Equipment letter	Good	Equipment letter	Good
Low'r Dk. Beams & Fastenings	Good	Clamps, Shells & Stringers	Good	Windlass & Capstan	Good	Anchors, No. of	Good	Anchors, No. of	Good
Plating	Good	Salting	Good	Pumps	Good	Cables (State if now ranged)	Good	Cables (State if now ranged)	Good
Planking	Good	(State if examined.)	Good	Engine Room Skylights	Good	" length	Good	" length	Good
Trunnions or Rivets	Good	Ceiling	Good	Coal Bunker, Open'gs, Lids, &c.	Good	" Rule length	Good	" Rule length	Good
Breasthooks & Stemson	Good	Cement or Asphalt	Good	Scouppers	Good	Hawsers & Warps	Good	Hawsers & Warps	Good
		(State if tested)	Good	Cargo & Main H'ch'wys	Good	Standing & Running Rigging	Good	Standing & Running Rigging	Good
		Tanks	Good						
		(State if now tested.)	Good						
		Caulking of Bot'm, D'k, & Wat'rwys	Good						

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptnp91, &c."

The requirements of the Rules for the S.S. No. 1 have been fully complied, and all the necessary repairs completed, she is now in good and efficient condition and eligible, in my opinion to remain as classed, and to have record of Survey 9, 95, and the notation S.S. Bel. No. 1, 95

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for
Survey Fee (per Section 28) £ 5 : 0 : 0
Special Damage or Repair Fee (if any) £ 4 : 10 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? No

Committee's Minute

Character assigned

Deferred for compln. of

Wm. D. 10/9/95 Macky. Surveyor

ps. no. 1

Wm. D. 10/9/95 Macky. Surveyor

of Belfast

Continuation of Report No. 4532

WED. 4 SEP 1895
dated Aug 27th on the

H. S. "County Derry".

indicated by the Surveyor at Waterford, whose letter is returned herewith and also the approved plan of midship section, sent here for our guidance.

The reports and other documents referring to this vessel sent here with your letter of the 24th July, were returned on the 14th August.

James Purpin

been carried out, viz. - six floors immediately under the boilers doubled the full depth, from the centre to the side girders, and the upper parts of two others; and the upper parts of eight floors doubled from the side girder to the margin plate; two side girder plates renewed, and a $4 \times 3 \times \frac{7}{8}$ stiffener riveted in the centre of six others, all on both sides of the vessel, also one inner bottom plate renewed under each boiler.

The defective parts of the asphalte have been carefully cleaned out and made good with Portland cement throughout the vessel.

Two bracket angles to margin plate in fore hold on starboard side - found leaking badly - have been re-riveted; a doubling plate riveted over a hole broken in the inner bottom plating of fore tank; one tee iron at foot of hold pillar to fore hatch renewed, the pillar re-riveted and a number of hold and tween deck pillars throughout the vessel failed and re-riveted.

All the tanks tested as required by the Rules.

The lock plates to all the hatchways repaired; a number of hatches replaced with new, and the rest repaired where necessary; the steering gear overhauled and put in good order; the rudder lifted & painter bushed.

All pumps, sluice valves, and watertight doors examined and made efficient.

The bunkers and inner bottom recoated with tar and cement, the ceiling refitted and renewed where necessary, and sundry minor defects made good.

The following repairs are due to damages received on various occasions, through grounding and other causes, the dates of which could not be ascertained. -

One flat keel plate No. 5 from aft, and No. 5 plate in A strake, on Port side, found badly indented, taken off, failed & refitted, No. 4 in A strake failed in place, one indented bilge plate on Port side abreast stove hole, failed in place and one length of bilge keel in way of same renewed; a number of butts & seams, found leaking along the flat of bottom on both sides, chipped and recaulked; On the Star side, indentations in the sheer strake and strake below, just abaft the Coll. bulk. and in the 2nd & 3rd strake below - a little further forward, also in the Bridge sheer strake plate, upper edge of upper deck sheer & plate above, failed in place, and one rivet renewed & seams caulked, between the 7th & 8th lock frames in fore hold on Port side - the place indicated

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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