

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *27 Feb 1897* When handed in at Local Office *18* Port of *Stamworth*

No. in Reg. Book *538* Survey held at *Portsmouth & Penzance* Date, First Survey *22 Oct 196* Last Survey *6 Feb 1897*
on the *Wood, Iron or Steel* Steamer *Dreleigh* (No. of Visits *21*) Master *Bonnett*

TONNAGE: Built at *S. Shields* By whom *J.O. Pennoldson & Sons* When *1894*
GROSS *347* Owners *Bain Sons & Co* Port belonging to *Penzance*

UNDER DECK *268* Owners' Address *As already recorded*
NET *274* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Penzance S. Dock* Destined Voyage *Coasting*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
CHARACTER: * *100A1* Machinery and Boiler Surveys (including date of N.B., if any) *L.M.C. 1-94*
Date of last Survey and of Periodical Surveys. *5-96*

VB=CellDBorDBa feet; uE&B feet; f feet; }
Total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, ledgers, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *4001* Port *Fal*
Periodical Surveys, when held, must be reported in detail and seriatim 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs and Special Survey No 1*
Now done—The vessel placed in the dry dock, the keel and bottom examined. Two lengths of the keel taken out straightened and refitted, stem and stern post taken out straightened and refitted, main piece of the rudder straightened, all the rivets in the keel renewed all fore aft, 38 floor plates partly renewed and repaired with brittle riveted butt strap where broken, 30 frames in bottom partly renewed and repaired with bosom pieces, a new extra reverse frame fitted on top of the floor extending from side stringer to middle line and from middle line to side stringer from bulkhead to bulkhead in the main hold. The keels of 4 web frames repaired with part new plates a new middle line keelson fitted from collision bulkhead to fore boiler room bulkhead 12 x 12 centre plate angles 3 x 3 x 1/2 with rider plate 7 x 12 attached to bulkheads with a deep bracket, the old

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
Renewed ...	<i>32</i>	<i>30</i>	<i>67</i>	<i>38 keels renewed</i>				<i>8 double plates of stringers and refitted 650 lbs keels.</i>
Faired or Repaired ...	<i>21</i>	<i>30</i>						

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Keels <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Stringers <i>Good</i>	at other places <i>"</i>	Windlass & Capstan <i>"</i>	Boats <i>"</i>
Plating <i>Good</i>	Keelsons <i>"</i>	Have Pumps now been examined and found efficient? <i>Yes</i>	Masts, Yards, &c. <i>"</i>
Frames <i>Good</i>	Stringers, Clamps & Shells <i>"</i>	Have Sluice Valves now been examined and found efficient? <i>Yes</i>	Condition, how ascertained <i>Man aloft</i>
Decks <i>Good</i>	Salting (State if examined.) <i>Good</i>	Have Watertight Doors now been examined and found efficient? <i>Yes</i>	Sails <i>Sufficient</i>
Bottoms <i>Good</i>	Cement or Asphalt (State which.) <i>"</i>	Engine Room Skylights <i>Good</i>	Equipment letter <i>F</i>
Stem <i>Good</i>	Tanks (State if now tested.) <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Anchors, No. of <i>25 15 18</i>
Stern <i>Good</i>	Caulking of Bot'm, Dk & Wat'rwys <i>Good</i>	Scuppers <i>"</i>	Cables (State if now ranged) <i>Yes</i>
Keelsons <i>Good</i>	Copper, or Y.M. (State if on felt.) <i>"</i>	Cargo & Main H'tchw'ys <i>"</i>	" length <i>165</i> size <i>15/16</i>
Stringers <i>Good</i>	When put on, Month <i>"</i> Year <i>"</i>		" Rule length <i>165</i> size <i>15/16</i>
Plating <i>Good</i>			Hawsers & Warps <i>Sufficient</i>
Frames <i>Good</i>			Standing & Running Rigging <i>Good</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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in a good and efficient condition with the exception of the fuelwark stanchion which are to be fitted around the R.L. Tech fuelwarks, and one main fuelwark plate midship to be doubled or renewed, a fresh record to be made in the Register Book Sep 1897 ss No 1-91 - 1897

Office Fee (if chargeable) per Scale II, Sec. 27	Survey Fee (per Section 25)	Special Damage or Repair Fee (if any) (per Sec. 25.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,
£	£ <i>2</i> : <i>10</i> :	£ <i>4</i> : <i>4</i> :	£ <i>6</i> : <i>14</i> : <i>6</i>	£ <i>18</i> : <i>15</i> : <i>6</i>	<i>22 Feb 1897</i>
					Received by me, <i>J.H. Hardy</i>
					<i>25 Feb 1897</i>

Committee's Minute
Character assigned *100A1 subject*
L.M.C. 2, 94
no. 1-91
FRI. MAR 5 1897
Lloyd's Register Foundation
TUES 18 MAY 1897
FALL 37-0091(113)

Middle fine Keelson shifted over and fitted as an extra side Keelson, on the starboard, new bulk 7 1/2 x 5/16 and angles 3 x 3 x 1/16 fitted on the Port side extending fore & aft in the Main hold, 80 feet of bilge Keelson on each side renewed, six new plates fitted in the fore boiler room bulkhead and 3 new angle iron stiffeners fitted, lower plates partly renewed in the Starboard bunker casing, and 12 feet of angle iron at the bottom of the same renewed, 10 new hold pillars fitted, and 8 repaired and refitted.

Out-side shell plates

Starboard Side - A strake (Garboard) 5 plates renewed, 1 faired in place
B strake 2 plates renewed, 2 cut out faired and refitted, 1 faired in place
C strake 4 plates renewed, 2 cut out faired and refitted, 1 doubled, 1 butt cut back and one faired in place.
D strake 3 plates renewed, 1 cut out faired and refitted, 1 butt cut back, 4 doubling plates taken off faired and refitted.
about 300 started rivets renewed at various parts of the hull.

Port Side

A strake (Garboard) 3 plates renewed 2 cut out faired & refitted 2 faired in place
B strake 4 plates renewed, 1 cut out faired and refitted, 2 faired in place,
C strake, 6 plates renewed 2 faired in place.
D strake 5 plates renewed 2 faired in place, and 6 doubling plates at the bilge taken off straightend and refitted.
about 350 started rivets renewed at various parts of the hull
all new cement from stem to engine room all new ceiling fitted in the Main hold.

Done for special Survey No 1 extra to what is mentioned above the coal bunkers cleared and the ceiling fitted, Mast wedges removed, Mast spars examined, The windlass iron examined as far as practicable, The chain cables rayed on deck, the fore peak tank tested by a lead of water 8 ft above the crown of the tank. The bulwarks around the raised quarter deck have been raised about 14 inches I recommended new bulwark stanchion to be fitted, they promised to attend to it while the vessel was being a voyage but in consequence of the S.S. "Beronica" being damaged, and now in the dry dock under repairs, and when she is completed they will complete the repairs.

L.H.S.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Report
Date of writing
No. in Reg. Book. S
538 0
Tonnage { Gro
Net
Registered