

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 Survey held at *Portsmouth & Penzance* Date, First Survey *22 Oct 196* Last Survey *6 Feb* 1897
 Reg. Book. *538* on the *Wood, Iron or Steel* Steamer *Oreleigh* (No. of Visits *21*) Master *Bonnett*
 TONNAGE: Built at *S. Shields* By whom *J. O. Kennoldson & Sons* When *1894* - *1*
 GROSS *344* Owners *Bain Sons & Co* Port belonging to *Penzance*
 UNDER DEK *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*
 VB=CellDBorDBa feet; uE&B feet; f feet; feet; } Particulars of Classification (which must be inserted
 Total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements.)

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, ladders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *4001* Port *7al*

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.

Society's Freeboard (if assigned) as painted on Ship and now verified *1* ft. *4* ins.

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 beetle riveted butt strap where broken, 30 frames in bottom partly renewed and repaired with bottom pieces, a new extra reverse frame fitted on top of the floors extending from side stringer to middle line and from middle line to side stringer from bulkhead to bulkhead in the main hold. The keels & 4 bulk 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

P.T.O

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</i>	<i>Keel renewed</i>	<i>✓</i>	<i>✓</i>	<i>Stem, Rudder, and Keel straightened, 8 double plates of Keel fitted and refitted 650 lbs rivets.</i>
Faired or Repaired ...	<i>21</i>	<i>30</i>						

PRESENT CONDITION OF THE

Keels <i>Good</i>	Timbers of Frame at the openings <i>Good</i>	Rudder <i>Good</i>	Hatches <i>Good</i>
Decks <i>Good</i>	Ditto ditto at other places <i>Good</i>	Windlass & Capstan <i>Good</i>	Boats <i>Good</i>
Stairways <i>Good</i>	Keelsons <i>Good</i>	Have Pumps now been examined and found efficient? <i>Yes</i>	Masts, Yards, &c. <i>Good</i>
Stairways <i>Good</i>	Stringers, Clamps & Shells <i>Good</i>	Have Sluice Valves now been examined and found efficient? <i>Yes</i>	Condition, how ascertained <i>Man aloft</i>
For Dk. Beams & Fastenings <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>
For Dk. Beams & Fastenings <i>Good</i>	Cement or Asphalt (State if which.) <i>Good</i>	Have Watertight Doors now been examined and found efficient? <i>Yes</i>	Equipment letter <i>E</i>
Decking <i>Good</i>	Tanks (State if now tested.) <i>Good</i>	Dblng. Plates under Sounding Pipes <i>Good</i>	Anchors, No. of <i>25, 15, 18</i>
Boats or Treenails <i>Good</i>	Caulking of Bot'm, Dk. & Wat'rw'ys <i>Good</i>	Engine Room Skylights <i>Good</i>	Cables (State if now ranged) <i>Yes</i>
Stairhooks & Stemson <i>Good</i>	Copper, or Y.M. (State if on felt.) <i>Good</i>	Coal Bunker, Open'gs, Lids, &c. <i>Good</i>	" length <i>165</i> size <i>15/16</i>
Stairhooks & Stemson <i>Good</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Scouppers <i>Good</i>	" Rule length <i>165</i> size <i>15/16</i>
Stairhooks & Stemson <i>Good</i>		Cargo & Main H'tch'w'ys <i>Good</i>	Hawsers & Warps <i>Sufficient</i>
Stairhooks & Stemson <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	£	2	10
Survey Fee (per Section 25)	£	4	4
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	6	15
Travelling Expenses (if chargeable)	£	12	14
Second Surveyor's Fee (if any)	£	18	15

Fees applied for,

22 Feb 1897

Received by me,

25 Feb 1897

J.H.S.

HULL CERTIFICATE WRITTEN.

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

TUES 18 MAY 1897

Committed's Minute

Character assigned

No. 102 + LMC 2, 97

100A1

subject

No. 1-91

drk 97

Lloyd's Register Foundation

FAL37-0091(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 5/16 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 straightened and refitted.
 about 350 started rivets renewed at various parts of the bottom
 all new cement from stern 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 ranged 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 stanchions 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.L.

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.