

49451  
REPORT of SURVEY for REPAIRS, &c.

No. 330 Date of Writing Report 1888 Port of Hull  
Survey held at London Date, First Survey 25<sup>th</sup> Jan<sup>y</sup> Last Survey 27<sup>th</sup> April 1889  
(No. of Visits)

on the Iron Screw Steamer "Forest Queen." Master J. Small  
YEAR. MONTH. 10<sup>th</sup>

TONNAGE:— NET 279 Built at Renfrew By whom Henderson, Colburn & Co When 1863  
GROSS 441 Owners W. Rawson & J. Robinson. Port belonging to Hull.  
UNDER DECK 308

Owner's Address (if not already recorded in Appendix to Register Book.)  
If Surveyed Afloat or in Dry Dock On Name of Dock Victoria Docks Destined Voyage

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.  
(if these particulars are not yet recorded in the Register Book.)

Classed 100A.1  
Last Survey, No. 6496 Port Hull L.L. Hul. N<sup>o</sup> 3-86  
Character in Register Book.

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer 2 ft. 4<sup>1</sup>/<sub>2</sub> ins.  
Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials, as painted on Ship in Winter 2 ft. 4<sup>1</sup>/<sub>2</sub> ins.  
of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repair & special survey N<sup>o</sup> 3.

Repair of damage by collision & subsequent immersion. On the port side forward one plate of the sheerstrake renewed & one plate faired in place. Two plates of first strake below sheerstrake renewed. One plate of second strake below sheerstrake renewed & one refitted. Two plates of third strake below sheerstrake faired in place. Two bulwark plates new & one plate faired in place. A length of upper deck stringer plate new, a length of gunwale angle iron, a length of angle iron against deck, three planks of deck & part of cement in waterway new. A length of bulwark rail angle iron new. Part of three frames & of two reverse frames renewed. The bulk iron of deck beam fore side of fore mast removed & new knee welded on port side - the bulk refitted and angle irons renewed. The bulk iron of beam fore end of N<sup>o</sup> 3 hatch refitted & angle irons renewed. The second bulkhead from forward stiffened by a horizontal angle iron 4"x4"x<sup>1</sup>/<sub>16</sub>" from side to side about half way up the bulkhead. All the ceiling and all linings removed. The sails removed & cleaned & fore staysail renewed. Part of rigging renewed. Three boats repaired. Stanchions & rails on forecabin repaired. Forecabin deck recaulked.

PRESENT CONDITION OF THE		Plank		Ceiling		Boats	
Decks	good	Plank (Bottom) & Counter	good	good	good	good	good
Waterways	D <sup>o</sup>	Treenails or Rivets	D <sup>o</sup>	Rudder	D <sup>o</sup>	Masts, Yards, &c.	D <sup>o</sup>
Comings	D <sup>o</sup>	Breasthooks and Stemson	D <sup>o</sup>	Windlass <sup>Stm. winches</sup> & Capstan	D <sup>o</sup>	Condition, how ascertained	by exam <sup>n</sup>
Up'r Dk. Beams & Fastenings	D <sup>o</sup>	Transoms, Pointers, & Crutches	D <sup>o</sup>	Pumps	D <sup>o</sup>	Sails	good
Low'r Dk. Beams & Fastenings	D <sup>o</sup>	Timbers of Frame at the opening	D <sup>o</sup>	Cement (if Iron Ship)	D <sup>o</sup>	Anchors	No. of 3 B. 15' & kedge
Plank sheers	D <sup>o</sup>	Ditto ditto at other places	D <sup>o</sup>	Caulking of Bot'm, D'k, & Wat'rways	D <sup>o</sup>	Cables	225 fathoms - good
Sheerstrakes	D <sup>o</sup>	Keelsons	D <sup>o</sup>	Copper, or V.M. (State if on Plate) When put on	D <sup>o</sup>	Hawsers & Warps	good
Topsides	D <sup>o</sup>	Clamps & Shelves	D <sup>o</sup>			Standing & Running Rigging	D <sup>o</sup>
Wales	D <sup>o</sup>					Hatches	D <sup>o</sup>
Engine Room Skylights	D <sup>o</sup>	Coal Bunker, Openings, Lids, &c.	D <sup>o</sup>	Scuppers	good	Cargo & Main Hatchways	good

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

This vessel is in good condition, eligible in our opinion to remain as classed, and the requirements of the Rules for special survey N<sup>o</sup> 3 having been complied with, to be marked in the Register Book "L.L. Lon. N<sup>o</sup> 3-89". The freeboard however requires to be corrected, as stated. Letter since received from Master stating that it has been corrected. The freeboard requires to be verified.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 2	Fees applied for, 11. 5. 1889 Received by me, 10/5/89 1889
Office Fee (if chargeable) per Scale II., Sec. 27...	£	
Survey Fee (per Section 28) 10 shapars maker	£ 6 6	
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 TUES 14 MAR 1889  
Character assigned 100A.1  
Club H/89 SS No 3 - 4/89  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Lloyd's Register  
17. 5. 89

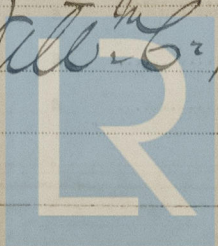


49451. Jan.

The windlass & steam winches examined. Part of top gallant bulwarks on port side renewed. The main deck recaulked. The hatches to all the hatchways renewed (solid). Fore & aft at N<sup>o</sup> 3 & at N<sup>o</sup> 4 hatchways renewed. One double bollard on poop deck starboard side & two planks new; tie plate under these bollards faired in place. Stanchions & rails on poop deck made good. Flaps to engine room skylights partly renewed. Linings in cabin aft renewed. The holds, bunkers, bulwarks, masts & iron casings cleaned & painted. 10" coir towline & four hawking lines supplied. Other repairs. Cement cut out of flat of bottom to about the lower turn of bilges, from the collision bulkhead to the engine room. At the after end of fore hold one plate of the garboard strake and one plate of the next strake renewed on each side — also one plate of garboard strake renewed on port side near fore mast. In boiler space two plates of garboard strake & two plates of next strake renewed on the port side & two plates of garboard strake renewed on starboard side. Some butt straps in the flat of bottom renewed & a considerable number of doubling pieces worked on bottom plating in the above spaces. Three floor plates & one frame partly doubled in boiler space. Three frames partly doubled in lower part of cross bunker. Cement renewed in flat of bottom from collision bulkhead to the engine room. In the port bunker one frame repaired; two half beams & part of one half beam renewed; part of two beams renewed; one beam repaired. One plate of upper deck stringer over this bunker new & part of stringer plate doubled with 7/8" plating. One diagonal plate new. In starboard bunker one frame partly renewed & two frames repaired; angle iron to two half beams & angle irons to two beams partly renewed. The upper deck stringer plate over this bunker doubled 16 1/2 ft - 7/8" thick; one diagonal plate new. One plate of boiler room bulkhead doubled on starboard side - 3/8" thick. Part of 12 strakes of upper deck on port side & of 8 strakes starboard side renewed principally in way of bunkers. Upper deck doubled between the poop & boiler casing with 2" pine 11 strakes at the middle line. Upper deck at middle line between N<sup>o</sup> 2 & N<sup>o</sup> 3 hatch renewed & 6 planks new abaft N<sup>o</sup> 1 Hatch. Flat below fore-castle deck renewed. A flying bridge erected between fore & main masts. One bulwark plate on port side amidships new. The fore mast & fore topmast renewed of pine. Fore stay, fore topmast stay & all rigging at the fore new; main stay & mizen lower rigging new — part due to damage. In carrying out the above repairs the requirements of the Rules for special survey N<sup>o</sup> 3 were nearly complied with — to complete the same the plating has been drilled in various places. One thin plate on port bow & two on starboard quarter renewed — a butt strap of fore-castle plating & one of sheerstrake renewed. A doubling plate worked fore end of forehold. Found the <sup>centre of</sup> disc for freeboard about 1 1/4 inches too high on starboard side — fresh water marks not examined. And as vessel was against Wharf, could not examine freeboard port side. Recommended that the freeboard be correctly marked & that an anchor, weight 3 cwt. ex. stock be supplied. And in Owner's letter of the 6<sup>th</sup> May/89, it is stated the above will be attended to. According to letter dated 7<sup>th</sup> May/89 from the Master the same have been attended to.

J. H. Truscott.

W. L. Davies



Lloyd's Register  
Foundation