

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report July 23 1898 When handed in at Local Office 15 Port of Liverpool  
 No. in Survey held at Liverpool Date, First Survey July 6 Last Survey 20 July 1898  
 Reg. Book. 334 on the Wood, Iron or Steel "Unifred" (No. of Visits) Three Master A. J. Williams  
 TONNAGE:— Built at S. Shields By whom J. P. Rinnoldson & Son When 1894 3  
 GROSS 289 Owners E. J. & W. Packard Port belonging to Liverpool  
 UNDER DE. 235 Owners' Address \_\_\_\_\_  
 NET 144 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Slip Name of Dock W. H. Harris & Co. Destined Voyage Hull

WB=Cell DBor DBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; I \_\_\_\_\_ feet;  
 total capacity \_\_\_\_\_ tons. FPT 22 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 10785 Port Hull

(Periodical Surveys, when held, must be reported in detail and verbatim 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 S. S. No. 1

When upon the patent Slip in the Yard of Mr. W. H. Harris & Co. at Liverpool, with two breaks of the ceiling or timber board lifted all fire and aft one of which in each bilge, bunker, and fore peak, and all lockers cleared. No wedges to Mast chain plates changed.

When the cement in floor was tested and found in good condition the vessel has now been scraped and planed throughout and recoated. Several rivets in floor of the bottom renewed. Rudder pintels refitted and fully examined. Wheel chains overhauled. In the fore peak tank on the Starboard side was a slight fracture in one of the plates a plate 18" by 12" have been fitted over the same on the inside, and the tank tested to overflow.

On each side of the bow in the way of the fore peak tank on the outside the lower edge

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Windlass
Decks	Good	Good	Yes	Good	Good	Cement	Good	Good
Caulking of Decks								
Waterways								
Coamings								
Beams & Fastenings								
Outside Plating								
Caulking of ditto								
Rivets								
Breasthooks & Crutches								
Transoms								
Frames								
Reverse Frames								
Floors								
Keelsons								
Have Pumps now been examined and found efficient?	Yes							
Have Sluice Valves now been examined and found efficient?	Yes							
Have Watertight Doors now been examined and found efficient?	Yes							
Dblg. Plates under Sounding Pipes	Yes							
Engine Room Skylights	Good							
Coal Bunkers, Open'gs, Lids, &c.	Good							
Souppers	Good							
Cargo Hatchways	Good							
Hatches	Good							
Planking of Wood Vessels	Good							
Treenails	ditto							
Breasthooks & Stemson	ditto							
Transoms, Pointers, & Crutches	ditto							
Timbers of Frame at openings	ditto							
Ditto ditto at other places	ditto							
Stringers, Clamps & Shells	ditto							
Salting (State if examined.)	ditto							
Copper, or Y.M. (State if on felt.)	ditto							
When put on, Month _____ Year _____								
Boats	Good							
Masts, Yards, &c.	Good							
Condition, how ascertained	Good							
(State if wedges removed)	None							
Sails	Good							
Equipment letter	d							
Anchors, No. of	2 B 18-1K							
Cables (State if now changed)	Yes							
length (on board) _____ size _____								
Rule length _____ size _____								
(per Table 22)								
Hawsers & Warps	Good							
Standing & Running Rigging	Good							

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptnD98, &c."

This vessel is eligible to remain as Classed with a notation of S.S. No. 1 July 1898

Office Fee (if chargeable) per Scale II., Sec. 27 £

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

July 23, 1898

Received by me,

15-8-98

16-8-98

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

Committee's Minute

Character assigned

Deferred for

Amalgam

complex of machinery

Lloyd's Register of Shipping Foundation



60100 Ton

of the outside plate is being much eating away for about ten feet up to within three quarters of one in to the lower tier of rivets in several places. have had the edges trimmed recast and stoped with a good thick stopping of Portland Cement to test if the same will stop this action for a few months.

In March last this vessel parted from her anchor in the gale of Dartmouth, which have been replaced by thirty fathoms of Chain Shot Link. Tested at Low water April 7 1898 to 27.0.0.0 weight 15.3.14 by J. H. Linsell Certificate No 8142

1 Bow Anchor Stockless tested at Lipton April 5<sup>th</sup> 1898 by C. E. Perrins 10 tons weight 7.3.14 Certificate No 19100 Makers Henry Murrell & Son

E. Robertson