

REPORT of SURVEY for REPAIRS, &c.

SAT 2 APRIL 1887

No. **235** Survey held at **London** Date, First Survey **1st April 1887** Last Survey **1st April 1887**
 No. in Reg. Book. **235** on the **Composite Ship "Thermopylae"** Master **Allan - 9 - 54**
 TONNAGE:— Built at **Overdeem** By whom **W. Hood & Co** When **1868**
 NET **9.5** Owners **L. Thompson & Co** Port belonging to **Overdeem**
 GROSS **100** Owners' Address
 UNDER DE. **0.27** (If not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock **Dry** Name of Dock **Ratchip, Cross** Destined Voyage **Hydromy**
 Length of Poop **ft. 10** of Forecastle **ft. 10** of Raised Or. Deck **ft. 10** Moulded Depth **ft. 10** ins. **10**
 (If these particulars are not yet recorded in the Register Book.)
 Classed **19 Years A 1**
 Last Survey, No. **44582** Port **LON** H.T. Em. 76. S.S. Em. 91. 1.95
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard in salt water ft. ins. in fresh water ft. ins. as painted on Ship)

REPAIRS, OR EXAMINATION AS PER RULE for Continuation. Section 45.

This vessel was placed in Dry Dock, on good high blocks. The sheathing having been removed, the caulking of the bottom and topsides was tested. The bottom has been recaulked and retreated over felt.

The planks of one strake from amidship to stern on the starboard side and from amidship to stern on the port side were removed, exposing the bilge plate, diagonal plates and the backs of the frames. Five frames aft on the port side were found to be slightly corroded. doubling frames from five to six feet long have been fitted as compensation. The bilge plates, diagonal plates and other iron work exposed were in good order. A plank in way of the iron sheer strake plate was removed and the plate found in good order.

All the outside planking from the light water mark upwards, scraped, was dulled bright and found in good order.

A considerable number of bolts were driven out on both sides of

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks		Treenails or Rivets		Rudder		Masts, Yards, &c.	
Waterways		Breasthooks & Stemson		Windlass & Capstan		Condition, how ascertained	examined
Comings		Transoms, Pointers, & Crutches		Pumps		Sails	Good
Up'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (If Iron Ship)		Anchor	No. of 20. 15. 20.
Low'r Dk. Beams & Fastenings		Ditto ditto at other places		Caulking of Bot'm, Dk. & Waterways		Cables	Ranged (270 ft) Good
Plankbeams		Keeleons		Copper, or Y.M. (State if on Felt.)	Y.M. on Felt	Hawseers & Warps	Suitable
Sheerstrakes		Clamps & Girders		When put on		Standing & Running Rigging	Good
Topsides						Hatches	
Wales							
Engine-Room Skylights	Good	Coal-Bunkers, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

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

This vessel has been specially surveyed as above described and found in sound and efficient condition, eligible in our opinion to remain as classed and to be continued A 1 3 Years from 1887.

Entry Fee (If chargeable) per Scale I., Sec. 27. £ 3 - -
 Office Fee (If chargeable) per Scale II., Sec. 27. £ 7 - -
 Survey Fee (per Section 28) £ 7 - -
 Special Damage Fee (If any) (per Sec. 28) £ 5 - -
 *Certificate (if required) to be sent as per margin
 Travelling Expenses (If chargeable) £ - - -
 Second Surveyor's Fee (If any) £ - - -

Committee's Minute
 Character assigned

THURS 7 APRIL 1887

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



© 2018
 Lloyd's Register
 Foundation

The vessel. a few of the iron bolts were slightly corroded, all the iron bolts which were removed have been renewed.

All the close ceiling was removed and the frames, floors and all iron work in the holds were cleaned, sealed and painted.

The cement was entirely removed from several bays exposing the frames, floors and outside planking &c. Six floor plates in the vicinity of the fresh water tanks were found to be badly corroded in way of the lumber holes, efficient doubling plates about five feet long have been fitted as compensation. The cement has been renewed and repaired where necessary, and the floors, frames, iron keel plate &c are now in good order.

The ceiling has been renewed and repaired where necessary.

The decks were holed and found in good order and of suitable thickness.

The fore and main masts have been reduced in height five feet. The following masts and spars have been renewed. Main and Mizzen topmasts. fore and main topgallant masts, fore topmast, lower main topsail yard, lower mizen topsail yard, upper fore topgallant yard and crossjack yard. All other masts, spars and rigging &c have been overhauled and made good.

The windlass was stripped and examined, and found in good order.

The chain cables were ranged (270 fathoms) and found in good order.

Allison B. Wilson.

M. C. Lacey