

# REPORT of SURVEY for REPAIRS, &c.

No. *1186* Date of Writing Report *August 15<sup>th</sup> 1890* Port of *Cardiff*  
 No. in Reg. Book. *430* Survey held at *Blythwoode* Date, First Survey *June 28<sup>th</sup> 1890* Last Survey *August 5<sup>th</sup> 1890*  
 on the *Ron* Master *J. Twizell*

TONNAGE:—  
 NET *440* Built at *W. Hartlepool* By whom *Denton Gray & Co* When *1890*  
 GROSS *1214* Owners *Watts Ward & Co* Port belonging to *London*

Owner's Address *(if not already recorded in Appendix to Register Book.)*  
 Surveyed Afloat or in Dry Dock *Both* Name of Dock *Roath & Commercial* Destined Voyage *India*

Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *10* ft. ins.

Classed *3<sup>rd</sup> Survey Nov -86*  
*B. & G. S. 390.* Character in Register Book. *A1.1*  
*9.88.*

Survey, No. *6<sup>th</sup>* Port *Cardiff*  
 in Summer *2* ft. *0 1/2* ins.  
 in Winter *2* ft. *3* ins.

PAIRS, OR EXAMINATION AS PER RULE, FOR *Damage repairs and completion of 6<sup>th</sup> Survey.*

*Damage stated to have been sustained through collision with the "S. Lisnacrieve" while off Bechant June 28<sup>th</sup> 1890. For particulars see Log Books.*

*Bow Done, Stem cut at the nine foot watermark and a new length fitted with an efficient scarp. The following shell plates on port bow renewed, viz:- three plates of bow rising, three plates on upper strake of forecastle plating, two plates on lower strake of forecastle plating, stem plate on sheer strake, & stem plate on strake below sheer, stem plate on second strake below sheer removed, furnished, faired, and replaced, Stern frames in way of same cut, new lengths fitted and repaired with reverse bars and back pieces, two side light glasses and frames, removed, port house pipe and plate for same renewed, the whole of the forecastle deck planking renewed, all fittings including clarks windlass &c refastened and made good.*

| CONDITION OF THE                | Good | Plates                         | Good | Good                               | Good | Good                             |
|---------------------------------|------|--------------------------------|------|------------------------------------|------|----------------------------------|
| Plank (Bottom) & Counter        | Good | Treenails or Rivets            | Good | Ceiling                            | Good | Boats                            |
| Breasthooks and Stemson         | Good | Transoms, Painters, & Crutches | Good | Rudder                             | Good | Masts, Yards, &c.                |
| Timbers of Frame at the opening | Good | Ditto ditto at other places    | Good | Windlass & Capstan                 | Good | Condition, how ascertained       |
| Keelsons                        | Good | Clamps & Shelves               | Good | Pumps                              | Good | Sails                            |
|                                 | Good |                                | Good | Cement (if Iron Ship)              | Good | Anchors No. of <i>3 B 15 2 K</i> |
|                                 | Good |                                | Good | Caulking of Bot'm, D'k, & Watrways | Good | Cables                           |
|                                 | Good |                                | Good | Copper, or Y.M. Paint              | Good | Hawsers & Warps                  |
|                                 | Good |                                | Good | (State if on Felt.)                | Good | Standing & Running Rigging       |
|                                 | Good |                                | Good | When put on <i>new</i>             | Good | Hatches                          |

General Observations, Opinion as to Class, Recommendation, &c.: *As far as now seen this vessel is in good condition and eligible in our opinion to remain as classed with the notification Sixth Survey Rpt 2 90. recorded in the Register Book*

|  |   |   |   |   |
|--|---|---|---|---|
| Survey Fee (if chargeable) per Scale I., Sec. 27...  | £ | — | — | — |
| Survey Fee (if chargeable) per Scale II., Sec. 27... | £ | — | — | — |
| Survey Fee (per Section 28)                          | £ | 4 | 0 | 0 |
| Additional on Damage, Fee (if any) per Sec. 28       | £ | 4 | 4 | 0 |
| Certificate (if required) to be sent as per margin   | £ | — | — | — |
| Swelling Expenses (if chargeable)                    | £ | — | — | — |
| Surveyor's Fee (if any)                              | £ | — | — | — |
| Committee's Minute                                   | £ | — | — | — |

Character assigned *A1.1*  
 22 AUGUST 1890  
 Received by me, *H. Ashton*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



## S.S. "Blythwoode"

Waterways on main deck repaired and refastened, two broken davits welded, replaced and one new socket for same fitted, new port bower anchor and fifteen fathoms of chain cable supplied, windlass renewed, On the starboard bow the following shell plates were renewed, viz: stem plate of bow rising, two plates on upper strake of forecastle plating, one plate on lower strake of forecastle plating, and the stem plate on sheer strake, one frame cut, new piece fitted and repaired with reverse frame, one bent davit heated and faired, four forecastle beams cut new knees fitted and secured with bosom pieces, foremost stringer plate on port side faired in place, second and third stringer plates renewed, five angle iron lugs renewed, two lengths of deck ties renewed, one length of gunwale bar renewed and about thirty feet of moulding new, two angle iron lugs on starboard side renewed, and new brass letters for name fitted, the whole of the damaged wood work comprising bunks, lockers, lining, &c renewed, and all new work painted.

Damage also stated to have been sustained through vessel striking the dolphin of the Walland Pooton Cardiff Vessel placed in dry dock, rudder lifted and top pintle renewed, a wrought iron strap fitted around lower gudgeon, steering gear overhauled and several new pins fitted in rods.

Completion of sixth survey. (See Harport Report N<sup>o</sup> 8926 herewith returned) Three vertical lines of test holes drilled on either side (See sketch attached) and found same satisfactory.

New stockless anchor supplied, Certificate N<sup>o</sup> 20618 Weight <sup>cal. gws.</sup> 26.2.0 test 26 tons, Sunderland S.Y. 90 J. Hartness Supt.<sup>r</sup> Equip Letter O Weight required by rule ex stock, 23 1/2 out tested to 23 10/10 <sup>tons</sup>

Fifteen fathoms of 1 9/16 chain cable supplied Certificate N<sup>o</sup> 11326 dated 26.7.90. tested to 43 9/10 tons, Breaking strain 61 4/10 <sup>tons</sup>, Lipton, O.R. Sill Super<sup>r</sup>. Cable required by rule = 1 9/16 tested to 43 9/10 tons breaking strain 61 4/10 <sup>tons</sup>

J. J. Ashton

Andrew Ashton

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Foundation