

2296

23708

REPORT of SURVEY for REPAIRS.

No. 241 Survey held at London Date August 11th to Sep^r 18 60
 on the S. S. "Vulture" Master J. Smith
 Tonnage 507 Built at Sunderland When built 1855
 By whom built _____ Owners J. Gooch
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock London Victoria Dock

Last Survey, No. 1940 Port London Classed A1. Iron

REPAIRS

On examination found the heads of rivets in the fore and after holds very much worn in the lower edges of plating, also butt rivets, and through the frames in flat of bottom. Sent Notice Card to the Captain requesting the same to be renewed, and to have the plating cleared for survey in the Engine Room and the rivets in way of boilers examined. The Owners being pressed for time in getting the vessel ready for sea have taken out only such rivets as they deem most dangerous and amount to some hundreds in the edges, but there are great numbers yet remaining in the butt straps and frames not renewed and scarcely a shade better than the ones now taken out and renewed. The engine room and rivets in way of boilers have not been examined. The edge of one plate in the flat on the port side of main hold was so

Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Keelsons	Sails
Planksheers	Clamps and Shelves	Anchors No. of
Sheerstrakes	Ceiling	Cables
Topsides	Rudder	Hawsers and Warps
Wales	Copper When put on	Standing & Running Rigging
Plank (Bottom) and Counter		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

I am of opinion that the class of this vessel should be suspended until such time as the whole of the worn rivets (as above described) are renewed and the other parts of plating fully examined.

The Amount of Fee.....£

Is received by me,

Special.....

Certificate (if required)

Committee's Minute

Character assigned

7th September 1860

Cooperage Master
 Charge for attendance £ 1⁰⁰



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IRON434-0335

2236 Iron

much worn in way of rivet holes, so it could not be made tight by rivetting as before and the Captain has had a piece of iron inserted under the laps and the rivets passing through the same in order to keep it water tight. (I requested the plate to be renewed). — The floor of plating in fore and main hold has been coated or plastered with Portland Cement.

J. P. Light.



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