

9/9/74 (Iron)

13287

REPORT of SURVEY for REPAIRS, &c.

Rec 12/9/74

No. in Reg. Book. **No 24315** Survey held at Liverpool Date, first Survey 26th August Last Survey 3rd September 1874
126 on the Bk "San Lorenzo" Master Neuwas

Tonnage 488 built at Liverpool When built 1861. 7. mo

By whom built Jones Owners Broomhall

Port belonging to Liverpool Destined Voyage Talcahuano Bay

If Surveyed Afloat or in Dry Dock Canning Graving Dock

Last Survey, No. 9520 Port Liverpool

Classed A. 1. 11. 71
SS No. 2-69

REPAIRS, OR EXAMINATION AS PER RULE Special Survey No 3

Causes of Repairs to be clearly stated.
Vessel placed on blocks, in dry dock, hold cleared, all the close ceiling removed, rivets, plates of keel and flat of bottom examined. The frames, stringers, hooks, floor plates, keelsons, ends of beams, water tight bulkhead, rivets, and inner surface of the plating exposed. All oxidation has been removed from the parts above named by being either chipped or beaten, also removed in some way, from the outside plating, rivets, keel, stem, stempost, and rudder. Holes have been drilled through outside plating, at various places, and otherwise tested, and found over $\frac{3}{4}$ th their original thickness. Wood linings stripped from off the windlass and found it efficient. Chain cables ranged on deck and found efficient. Cement made good in places where found faulty. Two beams have been fitted forward, of angle over

Present Condition of the	<u>Good</u>	<u>Rivets</u>	<u>Good</u>	<u>Windlass and Capstan</u>	<u>Good</u>
Decks	<u>do</u>	<u>Breasthooks and Stemson</u>	<u>do</u>	<u>Pumps</u>	<u>do</u>
Waterways	<u>do</u>	<u>Transoms, Pointers, and Crutches</u>	<u>do</u>	<u>Boats</u>	<u>4 off do</u>
Comings	<u>do</u>	<u>Timbers of the Frame at the openings</u>	<u>do</u>	<u>Masts, Yards, &c.</u>	<u>Good where seen</u>
Upper Deck Beams & Fastenings	<u>do</u>	<u>Ditto Ditto at other places</u>	<u>Good where seen</u>	<u>Condition, how ascertained</u>	<u>from deck</u>
Lower Deck Beams & Fastenings	<u>do</u>	<u>Keelsons</u>	<u>do</u>	<u>Sails</u>	<u>Good where seen</u>
Plankings	<u>do</u>	<u>Clamps and Shells</u>	<u>do</u>	<u>Anchors</u>	<u>No. of 3 Bm, 1 Shm, 2 Kedges</u>
Sheerstrakes	<u>do</u>	<u>Ceiling</u>	<u>Good</u>	<u>Cables</u>	<u>270 Fathoms 1 1/2" Chain</u>
Topsides	<u>do</u>	<u>Rudder</u>	<u>do</u>	<u>Hawsers and Warps</u>	<u>Sufficient</u>
Wales	<u>do</u>	<u>Copper Cement When put on</u>	<u>1861</u>	<u>Standing & Running Rigging</u>	<u>Good where seen</u>
Plank (Bottom) and Counter	<u>do</u>	<u>Caulking of</u>	<u>do</u>	<u>Cargo and Main Hatchways</u>	<u>Good</u>
Engine Room Skylights	<u>Good</u>	<u>Bottom, Deck, & Waterways</u>	<u>efficient</u>	<u>Hatches</u>	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>do</u>	<u>Scuppers</u>	<u>Good</u>		

General Observations, Opinion as to Class, &c. The vessel is now in an efficient state of repair, and eligible to carry dry and perishable cargoes to all parts of the World. And in Our opinion entitled to remain as classed *A. 1. and to be marked in the Register Book S.S. No 3. 1874.

The Amount of Entry Fee ... £ - : - :
Special ... £ 5 : 5 :
Certificate (if required) ... £ : 5 :
received by me, 10/9/1874

(Travelling Expenses, if any, £)
Committee's Minute Liverpool 11th September 1874
Character assigned *A 1 - S.S. No 3 - 74

J. B. Thompson
J. F. Light
Surveyor to Lloyd's Register of British and Foreign Shipping.



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IRON 458-0325

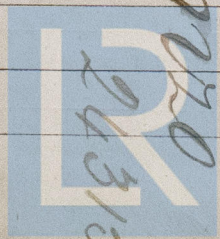
13281 Iron

Iron 5x4 1/2" with knee plates on ends rivetted to frames. also bracket plates fitted to the ends of three other beams. this to prevent panting. Bottom of ship, coated, with two coats, paint, one coat tallow. Insides and all the ironwork inside painted. Culling plank relaid 2/3rd of which is new.

J. G. Wingham

J. F. Lister

Sancti



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