

REPORT of SURVEY for REPAIRS, &c.

14751

Rev 7/1/75

No. in Reg. Book. **No. 1838** Survey held at *Passage* Date, first Survey *18 June* Last Survey *July 5th 1875*
144 on the *S. S. Buir 'Kingston'* Iron 5 B. Hds. Master *Robert Chitham*

Official Number *6557*
 TONNAGE under Tonnage Deck *1441.13*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop, or Raised Deck *247.38*
 Ditto of Houses on Deck *2.59*
 Ditto of Forecastle *38.25*
 Gross Tonnage *1435.55*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room *505.57*
 Reg. Tons as St' mer, cut on Bm. *929.98*
 Built at *Pallion, Sunderland* When built *1871*
 Owners *Commercial Steam* Port belonging to *London*
 Residence *32 Great St. Adams, City, London*
 By whom built *J. R. Oswald* Destined Voyage *Mediterranean*
 If Surveyed Afloat or in Dry Dock *Dry Dock*

Length of Poop *152.2* ft. Ditto, Forecastle *37.0* ft. Ditto, Raised Quarter Deck
 Last Survey, No. *13482* Port *Iron* Classed *90 A.S.*

REPAIRS, OR EXAMINATION AS PER RULE

This vessel was brought down from berth with her Ballast Tanks full of water, and Dorted at Passage, all the timber boards taken up at both sides, with over a Strake of Ceiling in the Hall the same and found the Cement perfect, not any appearance of it being cracked anywhere tried it by chipping, and found it adhering closely to the plating, examined the entire tops of the Ballast Tanks, and met the best appearance of any Lathage, but one of the Man hole covers which was lock, took them all off, both in the forward & after compartments, and so far as I could see into the Tanks the Cement was all good, repacked, and refitted all the Man hole covers, secured one of the Floor plates slightly bent & damaged and worked a reverse angle iron across the top on its opposite side, rivetting both together through the Floor plate top and made good the Ceiling, took out the after length of Fan Shaft, found the Shaft sound & good

Present Condition of the

Decks	<i>Good</i>	Rivets	<i>Good</i>	Windlass, and Capstans & 3 Steam Winches
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps
Transoms	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats
Deck Beams & Fastenings	<i>Good</i>	Ribs of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.
Deck Beams & Fastenings	<i>Good</i>	Ditto at other places	<i>Good</i>	Condition, how ascertained by sounding
Keelsons	<i>Good</i>	Keelsons	<i>Good</i>	Sails
Clamps and Shelves	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors
Ceiling	<i>Good</i>	Ceiling	<i>Good</i>	Cables
Rudder	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps
Copper	<i>Good</i>	Copper	<i>Good</i>	Standing & Running Rigging
Caulking of	<i>Good</i>	Caulking of	<i>Good</i>	
Bottom, Deck, & Waterways	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	
Engine Room Skylights	<i>Good</i>	Engine Room Skylights	<i>Good</i>	
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	
Scuppers	<i>Good</i>	Scuppers	<i>Good</i>	
Cargo and Main Hatchways	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>	
Hatches	<i>Good</i>	Hatches	<i>Good</i>	

General Observations, Opinion as to Class, &c.

The Survey No. 1, having been fully carried out as herein stated and the vessel found every where in good condition and of opinion she may be continued as classed A.S. being in a complete state of repair and efficiency.

The Amount of Entry Fee ... £ *2* : : : received by me, *J. R. Oswald*
 Special ... £ : : : *July 1875*
 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £ *0-6-0*)

Committee's Minute *9th July* 18 *75*

Character assigned *90 A.S.*

George Wright
 Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey 2.2.0



IRON 462-0142

14752. Iron.

and Brasses on it adhering closely to the Shaft, & in good condition but found a slight crack or flaw, in the boss of Iron at after end about an inch in depth, had the Iron put into a Lathe, and turned a little off the outer end of the upper side of Boss, and struck a Solid wrought Iron ring round it 3/42. well fitted making it stronger than before made good any Bulbs in the Bottom found & stamed and scraped the outside plating clean, coated the whole with three coats of Patent Paint down to keel, the third coat on Bottom with Russian Tallow, replaced several stamed rivets on both side of Buckles worked new heavy Stops on it right across, repaired & made good all the Puntles, scraped the inside plating in the different compartments, and painted the whole with Red Paint, and consider this Vessel to be very when in excellent condition.

George Wright Surveyor to
Lloyd's Register

14752
Iron
Boss
1



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