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**REPORT of SURVEY for REPAIRS, &c.**

No. in Reg. Book. **No.** 597 on the *Sw. Fr. "Shoreham"* Survey held at *Commercial Docks* Date, first Survey *24.11.75* Last Survey *20<sup>th</sup> Nov<sup>r</sup> 1875* Master *C. June*

TONNAGE under Tonnage Deck <i>424</i>	Built at <i>Port Glasgow</i>	When built <i>1872</i>	YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck	Owners <i>Clark &amp; Co</i>	Port belonging to <i>London</i>	
Ditto of Poop, or Raised Or. Dk.	Residence		
Ditto of Houses on Deck	By whom built <i>Macfadyen</i>	Destined Voyage <i>Shields to Shoreham</i>	
Ditto of Forecastle	If Surveyed Afloat or in Dry Dock <i>in dry dock</i>		
Gross Tonnage <i>491</i>			
Crew Space, as per Rule			
Register Tonnage, cut on Beam			
Engine Room			
Reg. Tons as St <sup>r</sup> mer, cut on Bm. <i>293</i>			

Length of Poop *19* ft. Ditto, Forecastle *15* ft. Ditto, Raised Quarter Deck *15* ft. Years assigned. *90 A. 1* Character in Register Book. *3.75*

Last Survey, No. *14227* Port *Shore* Classed *90 A. 1*

REPAIRS, OR EXAMINATION AS PER RULE

In way of the fore tank room the following have been done viz: —

Butts and edges of bottom plating recaulked and loose rivets replaced — strengthening introduced by running on the top of floors two girders of bulb iron  $7\frac{1}{2}$  deep — the girders are 3 feet each side of the middle line and secured to the reverse angle iron and to lugs on the floors by angle irons  $3 \times 3 \times \frac{7}{16}$ .

The fore tank room has been recemented to the upper turn of bilge.

A new rudder stop has been worked on the port side and several rivets of rudder replaced.

The greater part of the present survey was held by the late Mr. P. P. P.

Present Condition of the					
Decks	good	Freeboards	rivets — good	Steam winch	Windlass and Capstan — good
Waterways	d <sup>o</sup>	Breasthooks and Stemson	— d <sup>o</sup>	Pumps	— d <sup>o</sup>
Comings	d <sup>o</sup>	Transoms, Pointers, and Crutches	— d <sup>o</sup>	Boats	— d <sup>o</sup>
Upper Deck Beams & Fastenings	d <sup>o</sup>	Timbers of the Frame at the openings	d <sup>o</sup>	Masts, Yards, &c.	— d <sup>o</sup>
Lower Deck Beams & Fastenings	d <sup>o</sup>	Ditto Ditto at other places	d <sup>o</sup>	Condition, how ascertained	from the deck.
Planksheers	d <sup>o</sup>	Keelsons	d <sup>o</sup>	Sails	good
Sheerstrakes	d <sup>o</sup>	Clamps and Shelves	d <sup>o</sup>	Anchors No. of	2 B. 1 S. 2 R.
Topsides	d <sup>o</sup>	Ceiling	d <sup>o</sup>	Cables	good
Wales	d <sup>o</sup>	Rudder	d <sup>o</sup>	Hawsers and Warps	d <sup>o</sup>
Plating (Bottom) and Counter	d <sup>o</sup>	Cement good When put on	1872	Standing & Running Rigging	d <sup>o</sup>
Engine Room Skylights	good	Caulking of		Cargo and Main Hatchways	d <sup>o</sup>
Coal Bunker, Openings, Lids, &c.	d <sup>o</sup>	Bottom, Deck, & Waterways	good	Hatches	d <sup>o</sup>
General Observations, Opinion as to Class, &c.		Scuppers	d <sup>o</sup>		

The vessel is in good and efficient condition and fit in my opinion to retain her present class.

The Amount of Entry Fee ... £ 1 : - : received by me, }  
Special ... £ 3 : 3 : } 30/11 1875  
Certificate (if required) ... £ : 5 : }

(Travelling Expenses, if any, £ )

Committee's Minute 30<sup>th</sup> November 1875

Character assigned

JP 90 A. 1

J. H. Innescott  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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