

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 13402** Survey held at **Newcastle** Date, first Survey **7th** Last Survey **15th Dec 1876**
 on the **S.S. "Thornbrough"** Master **James**
 Official Number **739** Tonnage under Tonnage Deck **629** Built at **Newcastle** When built **1876** YEAR. MONTH.
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **739** Owners **J. Smith & Son** Port belonging to **London**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. **463** Residence **57 Gracechurch St. London**
 By whom built **Palmer** Destined Voyage
 If Surveyed Afloat or in Dry Dock **Palmer's Quay, afloat.**
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **90** Character in Register Book. **1. 8.76.**
 Last Survey, No. **17054** Port **London** Classed **90 1. 8.76.**

REPAIRS, OR EXAMINATION AS PER RULE

through damage by collision.

On Harbour bow:- The ten foremost frames scapplied above the main deck, efficiently supported by backing and doubling pieces riveted together and to the skin; the foremost plate in the main Sheersake, three in the shake next above it, and two in the shake above those, all cut out and renewed; 1st House pipe refitted and new deck plating to same made and secured; in mouldings round house partly renewed and refitted; one main deck beam-tube repaired; short frames over House pipes, and the connecting-plate to same refitted and riveted; one length of waterway renewed, and the rest in 1st low refitted; one anchor stock and shank straightened; transporting clock, rails and struts, riv bolts in deck, seamen's bunks, side lights, ladder to fore-castle, and

P. C. O.

Present Condition of the

| | | |
|---|--|---|
| Decks <i>Iron and good</i> | Freeboards <i>good</i> | Windlass and Capstan <i>good</i> |
| Waterways <i>do</i> | Breasthooks and Stemson <i>do</i> | Pumps <i>do</i> |
| Comings <i>do</i> | Transoms, Pointers, and Crutches <i>do</i> | Boats <i>do</i> |
| Upper Deck Beams & Fastenings <i>not seen</i> | Timbers of the Frame at the openings <i>not seen</i> | Masts, Yards, &c. <i>do</i> |
| Lower Deck Beams & Fastenings <i>seen</i> | Ditto Ditto at other places <i>not seen</i> | Condition, how ascertained <i>ready new</i> |
| Planksheers <i>good</i> | Keelsons <i>not seen</i> | Sails <i>Sufficient</i> |
| Sheerstrakes <i>do</i> | Clamps and Shelves <i>not seen</i> | Anchors No. of <i>do</i> |
| Topsides <i>do</i> | Ceiling <i>not seen</i> | Cables <i>do</i> |
| Wales <i>under water</i> | Rudder <i>not seen</i> | Hawsers and Warps <i>do</i> |
| Plank (Bottom) and Counter <i>do</i> | Copper <i>When put on</i> | Standing & Running Rigging <i>do</i> |
| Engine Room Skylights <i>good</i> | Caulking of <i>good</i> | |
| Coal Bunker, Openings, Lids, &c. <i>good</i> | Bottom, Deck, & Waterways <i>good</i> | |
| General Observations, Opinion as to Class, &c. <i>This vessel was fully loaded, and the repairs have been confined to the fore end, and the survey to this part and the upper deck. She, however, appears to be in good and efficient condition, and eligible, in my opinion, to remain as classed.</i> | Scuppers <i>good</i> | Cargo and Main Hatchways <i>good</i> |
| | | Hatches <i>good</i> |

The Amount of Entry Fee ... £ 2 : : : received by me, *T. Young*

Special ... £ 2 : : : *19th Dec 1876*

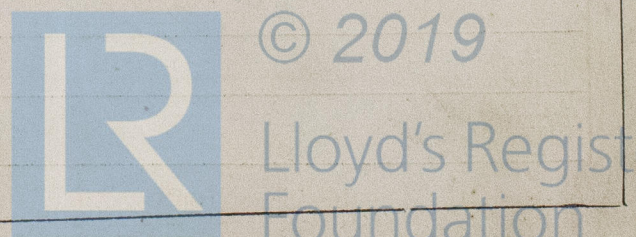
Certificate (if required) ... £ 0 : : : *19th Dec 1876*

(Travelling Expenses, if any, £ ...)

Committee's Minute *22nd December 1876*

Character assigned *90A*

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



IRON 469-0435

other small and unimportant fittings are made good, and the vessel painted in way of repairs.

R. J. Reed.

P. A.

As this vessel is the last one built for the Powness on the principle of long central hatchways and wingboards for rendering her self trimming, it is satisfactory to learn, from the Powness principal overlooker, that she performs her work most satisfactorily, and is considered the best and most efficient of their fleet.

R. J. R.

17547 Iron



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Foundation