

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 11583** Survey held at *Sunderland* Date, first Survey *Dec 30 1876* Last Survey *February 14 1877*

1429 on the "*Arend*" screw steamer

Master *J. A. Millipans*

YEAR. MONTH.

TONNAGE under Tonnage Deck

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

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St' mer, cut on Bm.

Built at *Sunderland*

When built

1873

9

Owners *W. Thorburn*

Port belonging to

Uddervalla

Residence *Uddervalla*

By whom built *Darison*

Destined Voyage *Uddervalla*

Surveyed Afloat *as* in Dry Dock *River Wear Com^{rs} dry dock*

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

12174

Port

Sunderland Iron

Classed

90 A. 1.

11.73

REPAIRS, OR EXAMINATION AS PER RULE *for damage*

The iron bulwark and top gallant bulwark from the front of Poop, to the fore side of Foremast, with angle irons, bulwark stays, chain plates, and wood Rail renewed on the Starboard side; and some additional stays fitted on the port side. Eight shifts of deck planking renewed. Guard irons and stanchions round Poop, and Forecastle partly renewed and repaired. New steering house on Poop and cabin skylight, also new rails and stanchions in front of poop. New fittings to steering gear both shaft and mudships. Boats chocks and fittings repaired. Hatches repaired. The vessel placed in dry dock, an examination made and the following repairs carried out. Three new painting beams with stringer plates fitted on their ends and riveted to the reverse frames, two new breast works. A bulk with angle fitted across collar in bulkhead and riveted thereto. Butts of shell plating and seams caulked in way of same. Main and Poop decks caulked throughout. Bottom coated with patent Composition

Present Condition of the

Decks *good*

Waterways *good*

Comings *good*

Upper Deck Beams & Fastenings *good*

Lower Deck Beams & Fastenings *good*

Planksheers *none*

Sheerstrakes *good*

Topsides *good*

Wales *good*

Plank (Bottom) and Counter *good*

Engine Room Skylights *good*

Coal Bunker, Openings, Lids, &c. *good*

General Observations, Opinion as to Class, &c.

Tracemails *Rivets good*

Breasthooks and Stenson *good*

Transoms, Pointers, and Crutches *good*

Timbers of the Frame at the openings *good*

Ditto Ditto at other places *good*

Keelsons *good*

Clamps and Shelves *good*

Ceiling *good*

Rudder *good*

Copper *When put on*

Caulking of

Bottom, Deck, & Waterways *good*

Scuppers *good*

Cargo and Main Hatchways *good*

Hatches *good*

Winches

Windlass and Capstan *good*

Pumps *good*

Boats *good*

Masts, Yards, &c. *good*

Condition, how ascertained *observation*

Sails *good*

Anchors No. of *3 A. 15. 2 H.*

Cables *good & complete*

Hawsers and Warps *good*

Standing & Running Rigging *good*

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me, *H. W.*

Special *Damage report* ... £ 5 : 5 : 0 *Feb 15 1877*

Certificate (if required) ... £ 5 : 5 : 0

(Travelling Expenses, if any, £ *5*)

Committee's Minute *23rd February 1877*

Character assigned *90 A. 1.*

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




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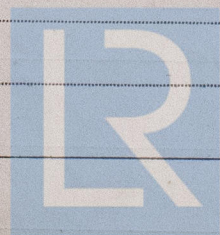
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1805470-0267

17847 Iron

Four new sails, others repaired and 1 new warp. 90 fms of $4\frac{1}{2}$ in
The following additional work has been carried out at Owners request
A new Ballast tank fitted in the Forehold from Engine room bulkhead to about
30 feet forward carried up to within two feet of the Hold stringer. The top
is of $\frac{5}{16}$ plate, the margin plate $\frac{7}{16}$ thick with Beams on alternate frames of angle
iron $4\frac{1}{2}$ " + 3" + $\frac{7}{16}$ " + 3" + 3" + $\frac{7}{16}$ " thus  The top secured to side, with angle iron
strops and bracket plates riveted to reverse frames. A middle line bulkhead
is also fitted from top of Middle Line Keelson to top of tank of $\frac{5}{16}$ in plate, riveted
at top and bottom, and also to bulkheads. Partial bulkheads on Tank plates
are also fitted on each Bulkhead and angle iron $3\frac{1}{2}$ " + 3" + $\frac{3}{8}$ ".
This tank has been tested to a head of water up to the Main Deck and proved
to be satisfactory. Two strong Beams have also been fitted in fore hold
of Bulks $7\frac{1}{2}$ " + $\frac{7}{16}$ " two angles each $3\frac{1}{2}$ " + 3" + $\frac{3}{8}$ " and a side plate 7" + $\frac{1}{2}$ " riveted
to angles, the Beams riveted to frames and further secured with gusset plates
to the present Hold stringer plate.

Wm. M. M. M.



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