

REPORT of SURVEY for REPAIRS, &c.

Rev 5/4/77

No. in Reg. Book. **No. 1778** Survey held at Southampton Date, first Survey Mar 6 Last Survey Mar 9 1877
800 on the Screw Steamer "South Western" Master W. Williams
72341 Tonnage 364 built at London When built 1874-9th
 By whom built Dudgeon Owners Gen & S W Railway Co
 Port belonging to Southampton Destined Voyage Channel Islands & French Coast
 If Surveyed Afloat or in Dry Dock In Dry Dock & Afloat

Last Survey, No. 13813 Port London Iron Classed 100 A1
12.74.

REPAIRS, OR EXAMINATION AS PER RULE Annual Survey & lengthening fore-castle
The vessel placed upon blocks in Dry Dock; the timbers lifted, and where examined the iron was free from oxidation, and the cement was firmly adhering to the iron.
The bottom cleaned and coated with coal tar and patent varnish.
At this time, the fore-castle has been lengthened, and the complete length of the same is now 55 ft 6 in.
The frames are 4x3x7/8 placed 4 ft apart, and extend from the Main Deck stringer plate to the height of the fore-castle stringer plate; the beams are 5x4x9/16 placed 4 ft apart; the stringer angles 4x3x7/8; the stringer plates 16x3/8; the fore and aft tie plates 10 1/2 x 3/8; the side plating 22 1/2 x 1/2; the margin plank of Teak 4 1/2" thick; and the new deck planks of 3" Oak Pine fastened to the beams
 J. L. C.

Present Condition of the	<u>Good</u>	<u>Rivets</u>	<u>Good</u>	Windlass and Capstan <u>Good & Sufficient</u>
Decks	<u>Good</u>	<u>Keelsons</u>	<u>Good</u>	Pumps <u>"</u>
Waterways	<u>"</u>	Breasthooks and Stemson	<u>"</u>	Boats <u>5 N.</u>
Comings	<u>"</u>	Transoms, Pointers, and Crutches	<u>"</u>	Masts, Yards, &c. <u>"</u>
Upper Deck Beams & Fastenings	<u>"</u>	Timbers of the Frame at the openings	<u>"</u>	Condition, how ascertained <u>"</u>
Lower Deck Beams & Fastenings	<u>"</u>	Ditto Ditto at other places	<u>"</u>	Sails <u>One Suit Complete & Spare</u>
Planksheers	<u>"</u>	Keelsons	<u>"</u>	Anchors No. of <u>3 B. 15. 2 K.</u>
Sheerstrakes	<u>"</u>	Clamps and Shelves	<u>"</u>	Cables <u>1 3/8</u>
Topsides	<u>"</u>	Ceiling	<u>"</u>	Hawsers and Warps <u>6 1/2. 5 1/2. 5 1/2.</u>
Wales	<u>"</u>	Rudder	<u>"</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter	<u>"</u>	Copper <u>Cement</u> When put on <u>1874</u>	<u>Good</u>	
Engine Room Skylights <u>Good</u>	<u>Good</u>	Caulking of	<u>Good</u>	
Coal Bunker, Openings, Lids, &c. <u>Good</u>	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>	
Scuppers <u>Good</u>	<u>Good</u>		<u>Good</u>	
Cargo and Main Hatchways <u>Good</u>	<u>Good</u>		<u>Good</u>	
Hatches <u>Good</u>	<u>Good</u>		<u>Good</u>	

General Observations, Opinion as to Class, &c.

The vessel is now in good and efficient condition in my opinion eligible to remain as classed.
100 A1.

The Amount of Entry Fee£ : : received by me, }
 Special£ 2 : 2 : Mar 29 1877 }
 Certificate (if required)£ : :
 (Travelling Expenses, if any, £)

Committee's Minute 6th April 1877.

Character assigned 100 A1

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



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IRON47-0103

with $\frac{1}{2}$ " galvanized nut & screw bolts.

The fore-castle deck is well pillared and the tonnage of the vessel does not appear to have been altered on account of the alteration, the front of the poop being open.

Thos Phillips

18107 Iron



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