

# REPORT of SURVEY for REPAIRS, &c.

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No. in Reg. Book. **No.** Survey held at London Date, first Survey 4 Decr 1876 Last Survey 17 April 1877

31 Entered the Screw Sch. "John Pender" late "Saigon" Master Hankes

TONNAGE under Tonnage Deck 1138.25 Built at Imperial When built 1875 - 11 <sup>th</sup>

Ditto of Spar Deck, or Avoing Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck 34.55 Owners Eastern Telegraph Co Ltd Port belonging to London

Ditto of Forecastle 42.79 Residence Old Broad Street

Gross Tonnage 1215.59 By whom built Scott Destined Voyage —

Crew Space, as per Rule 111.56

Register Tonnage, cut on Beam

Engine Room 388.99 If Surveyed Afloat or in Dry Dock Dry dock and afloat.

Reg. Tons as Stmer, cut on Bm. 715.4

Length of Poop — ft. Ditto, Forecastle 31 feet ft. Ditto, Raised Quarter Deck — ft.

Classed 90 A.1. <sup>10-76</sup>

Last Survey, No. 17298 Port Iron

REPAIRS, OR EXAMINATION AS PER RULE Fitted as a telegraph ship.

Ceiling removed in fore hold, and fore and aft girders formed of 7/16" plates and double angles on upper and lower edges 3" x 3" x 3/8" - worked on top of floors & riveted to the reverse frames, and three cylindrical tanks (for cables) built upon these girders of the following diam<sup>s</sup> 20ft, 23ft and 23.6". Sides of tanks 3/8 plates, bottoms 7/16". The bulkhead at after end of fore hold moved aft through a distance of 6 frame spaces, and the semi box beams shifted to suit the positions of tanks. The beams in the vicinity of tanks plated over and a wood deck laid. The beams of both decks efficiently pillared and the deck under the picking up and other machinery supported with fore and aft wood carlings, wood stanchions and tie bolts. In after hold 10 new beams 7" x 3/8 double angles 2 1/2" x 2 1/2" x 3/8 fitted close above crown of shaft tunnel for bed of another tank 21ft diameter P.T.O

Present Condition of the	Good	Good	Good	Good
Decks	—	—	—	—
Waterways	—	—	—	—
Comings	—	—	—	—
Upper Deck Beams & Fastenings	—	—	—	—
Lower Deck Beams & Fastenings	—	—	—	—
Planksheers	—	—	—	—
Sheerstrakes	—	—	—	—
Topsides	—	—	—	—
Wales	—	—	—	—
Plank (Bottom) and Counter	—	—	—	—
Engine Room Skylights	Good	Good	Good	Good
Coal Bunker, Openings, Lids, &c.	Good	Good	Good	Good
Scuppers	—	—	—	—
Cargo and Main Hatchways	Good	Good	Good	Good
Hatches	—	—	—	—
Windlass and Capstan	Good	—	—	—
Pumps	—	—	—	—
Boats	6	—	—	—
Masts, Yards, &c.	Good	—	—	—
Condition, how ascertained	From the deck	—	—	—
Sails	Good	—	—	—
Anchors No. of	3 B - 1 S - 2 K	—	—	—
Cables	Part seen	Good	—	—
Hawsers and Warps	—	—	—	—
Standing & Running Rigging	—	—	—	—
Copper	Paint	When put on	Now	—
Caulking of	—	—	—	—
Bottom, Deck, & Waterways	Good	—	—	—

General Observations, Opinion as to Class, &c.

This vessel is now in good condition and is eligible in our opinion to remain as classed viz: 90 A.1.

The Amount of Entry Fee ... £ 1 : : : received by me, }  
 18/4/77 Special ... £ 10 : 10 : 0  
 Certificate (if required) ... £ : 5 :  
 (Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

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



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IRON 471 0356



18295 Sm

gusset plates and carlings fitted in vicinity of tank on the tween deck beams and a box beam shifted clear of tank.

The cargo hatchways reduced in size to 6 feet square and four additional scuttles cut in iron deck, the same having been compensated for. The after part of iron deck on starboard side covered with a wood deck.

Monkey forecastle raised and lengthened for a living space, beams secured to lengthened frames by bracket plates, and 7/16 shell plating worked around the bows. Anchor gear refitted and the beams pillared - and also well supported by wood carlings under the telegraph gear fitted on this forecastle.

Three vertical watertight doors worked from the upper deck fitted in bulkheads to engine and boiler rooms for communication with the lower deck - one fitted in after bulkhead and the other two in fore bulkhead.

Vessel put into dry dock, bilge keel on starboard side repaired. Bottom cleaned and painted.

Side scuttles cut in the sheer strakes the same being sanctioned by the committee - see secretary's letter of 3 Jan<sup>y</sup> 1877.

J. W. Seullard  
C. Shearley



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