

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 25575** Survey held at **Birkenhead and Garston** Date, first Survey **Apr 25** Last Survey **May 16** 1877.  
 15 on the **S.S. Fairfax** Master **W. Marshall**  
 TONNAGE under Tonnage Deck **765** Built at **Glasgow** When built **1865 - 6**  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **930** Owners **G. I. screw Co. Ltd** Port belonging to **London**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St mer, cut on Bm. **709** Residence **London**  
 By whom built **London & Glasgow Co. Ltd** Destined Voyage **London via Cardiff**  
 If Surveyed Afloat or in Dry Dock **Garston Dock and in Dry Dock.**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **30** Character in Register Book. **SA.**  
 Last Survey, No. **55** Port **London** **11/1/76**  
**5/76.**

REPAIRS, OR EXAMINATION AS PER RULE **Damage by stress of weather.**  
**Now done.** Four new roughness stanchions renewed on the starboard side, a large portion of the main-rail and most of the top gallant-rail and bulwark renewed on both sides. All new main hatch covers and one fore & aft renewed in hatch-way. One new keelson. Several in and out bolts of iron in the main-  
 waterways renewed. Iron bulwark and part-lids repaired where found bent. Bridge and Bridge-houses, also the front of poop and other deck fittings repaired. Deck caulking all fore & aft including poop and fore-castle. After length of screw shaft removed and a new cast iron bush fitted, propeller refitted and made complete. Bottom scraped and recoated.

Present Condition of the Decks **Caulked** Treanails **Pivots good** Windlass and Capstan **good**  
 Waterways **"** Breasthooks and Stemson **"** Pumps **"**  
 Comings **good** Transoms, Pointers, and Crutches **"** Boats **good 3 new**  
 Upper Deck Beams & Fastenings **Iron** Timbers of the Frame at the openings **"** Mast, Yards, &c. **good**  
 Lower Deck Beams & Fastenings **3 good** Ditto Ditto at other places **"** Condition, how ascertained **seen on board**  
 Planksheers **"** Keelsons **"** Sails **good and complete.**  
 Sheerstrakes **"** Clamps and Shelves **"** Anchors No. of **3 B. 15. 2 K.**  
 Topsides **"** Ceiling **"** Cables **good (5 on deck)**  
 Wales **"** Rudder **"** Hawseers and Warps **good**  
 Plank (Bottom) and Counter **Coated** Copper Cement When put on **1868-1/4** Standing & Running Rigging **good**  
 Engine Room Skylights **good** Caulking of **5/1/76.** Bottom, Deck, & Waterways **good** Scuppers **good** Cargo and Main Hatchways **good** Hatches **good.**  
 General Observations, Opinion as to Class, &c. **I am of opinion that this vessel is**

**eligible to remain as Classed, but would recommend that she be surveyed on her arrival in London and the inside fully examined and put in good condition where found as above stated.**

The Amount of Entry Fee ... £ " : " : " received by me, **J. J. Light.**  
 Special ... £ 1 : 1 : 0 **12/5 1877**  
 Certificate (if required) ... £ " : " : "  
 (Travelling Expenses, if any, £ )  
 Committee's Minute **Liverpool May 22 1877.**  
 Character assigned **Superior** Transmit Report to **Lloyd's Register**  
**Damage bee £2-2-0 22/5/77**

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

1877-0463



18755 Iron

The inside of this vessel is in an unsatisfactory condition:- Much water having gone down at the sides where the wood waterways and stanchions were found damaged and started, and otherwise very bare of paint, she requires chipping-scraping &c. - On the removal of the man-hole plates at the after part of water ballast tank-tops, it was found that the pipe forming a liner on each side of middle-line to admit of the water in hold on the fore side of the tank to drain off, was so badly oxidized - that it had broken off in places and thereby allowed the water in the holds to flow into the tank, and now in order to keep the water out, the ends are plugged up, but nothing more done. Found also some of the angle irons on the upper edges of hold-beams damaged and broken down.

As the Owners have a dry-dock in London and do their own repairs, the Captain informed me that he had instructions not to do more work at Liverpool it being intended to complete the inside on her arrival in London. She has left this port with orders to proceed to Cardiff.

J. F. Light.

Chapman



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Foundation