

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 487** Survey held at *Antwerp* Date, first Survey *10<sup>th</sup> Oct.* Last Survey *20 October* 18*77*  
*481.* on the *Sham S.S. "Sollia"* Master *H. M. Stewart*

Official Number *62,296*  
 Tonnage under Tonnage Deck *469*  
 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 *693.*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St'mer, cut on Bm. *443.*  
 Built at *Swansea* When built *1870* YEAR. MONTH.  
 Owners *S. Hammar* Port belonging to *Leith*  
 Residence *41. Constitution St. Leith*  
 By whom built *Scott* Destined Voyage *Antw. - Riga*  
 If Surveyed Afloat or in Dry Dock *in dry dock*

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *30 A.S.*  
 Last Survey, No. *18044* Port *Leith* Classed *S.S. No. 1-5 3.77*

REPAIRS, OR EXAMINATION AS PER RULE *Damage repairs.* Load line *11 ft 7 1/2 in A.W.G. DR*

*This Vessel sustained damage by collision with the S.S. "Theobald" of Copenhagen when anchoring in the river Scheldt.*

*After having discharged her cargo, she was placed in dry dock for repairs.*

*The examination found the damage on port side about amidships frame rounded gunwale down to bilge viz: One plate of the rounded gunwale a little damaged; one plate in the strake under said gunwale; two plates in sheerstrake; one plate in each of the two strakes between sheerstrake and bilge; and one plate in the upper bilge strake broken; main deck stringer plate a little damaged; three frames with two reverse frames bent of which one frame broken; side stringer twisted & broken, &c. &c.*

*Repairs now done viz: Removed the six damaged & broken plates; renewed one frame from bilge to main deck stringer plate; renewed a length of the twisted & cracked side stringer and strengthened same by an extra P.S.O.S.*

## Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stenson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging
Engine Room Skylights	Caulking of	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	
Scuppers		
Cargo and Main Hatchways		
Hatches		

General Observations, Opinion as to Class, &c. *The above named damage was repaired under my inspection and to my entire satisfaction; and it was of opinion, that the Vessel is now in every respect in good condition and worthy continued status of her present class.*

The Amount of Entry Fee ... £ *2 : 5 : 0* received by me, *W. J. ...*  
 Special ... £ *6 : 10 : 0* 20/10. 1877  
 Certificate (if required) ... £ *5 : 0 : 0*  
 (Travelling Expenses, if any, £ *—*)

Committee's Minute *23rd October, 1877.*

Character assigned *90 A.S.*  
*W. J. ...*

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

[2,000—8,977.]  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)



19449 Iron.

by an extra angle iron; the bent frames set fair and strengthened by  
extra reverse bars from bilge to main deck stringer plate; the damaged  
stringer and rounded gunwale plate properly repaired; the six damaged  
and broken plates renewed; ceiling & cement where renewed relaid and  
all other damages made good, equal to that it was previous to the accident.

Antwerp 20<sup>th</sup> October  
1877

J. H. Smith



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Foundation