

# REPORT of SURVEY for REPAIRS, &c.

Re 3/12/77

No. in Reg. Book. 119 No. 114 Survey held at Calcutta Date, first Survey August 4<sup>th</sup> Last Survey October 19<sup>th</sup> 1877  
 on the s.s. "Sir John Lawrence" Master Pollock  
 Tonnage 467 built at London When built 1865  
 By whom built Simpson Owners D. Macmill Esq<sup>r</sup>  
 Port Belonging to Calcutta Destined Voyage Uncertain  
 If Surveyed Afloat or in Dry Dock in both  
 Last Survey, No. 5552 9<sup>th</sup> Month 1875 Port Calcutta Iron Classed S.S. No 2-53 Years assigned 9.5 Character in Register Book. \*A1

REPAIRS, OR EXAMINATION AS PER RULE

This vessel's time for survey No 3 having arrived she has undergone the following examination and repairs. The steamer has been placed in dry dock, the hold has been cleared, all the close ceiling removed, the coal bunkers have been cleared out, the whole of the frames, stringers, hoots, floor plates and keelson (except those parts immediately under the boilers, which are reported to me to have been examined when the boilers were renewed in 1873), the water tight bulkheads, and rivets generally, have been exposed. The Cement in the bottom has been laid bare and where found defective or in any way worn has been renewed in those places where it has been found tightly adhering to the iron, it has not been disturbed. All rust and oxidation has been removed from the entire structure inside and out, the plating, rivetting, keel, stem, stern post and rudder have been laid bare and the material including decks <sup>found in excellent condition</sup> have been bored in ten diff<sup>t</sup> places on each side, principally between the deep and light water line and the thickness has turned out as under, the whole vessel inside and out has been coated with 4 coats of paint and the bottom has been

Present Condition of the

Decks	good where seen	Treenails	rivetting good where seen	Windlass and Capstan	good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	all in repair
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	<del>Timbers</del> Ditto at other places	"	Condition, how ascertained	by examination
Planksheers	plating	Keelsons	"	Sails	1 & 2 sails
Sheerstrakes	"	Clamps and Shelves	"	Anchors No. of 3 bows 1 stream 1 kedge	
Topsides	"	Ceiling	"	Cables	225 fathoms lower 75 fms stream
Wales	"	Rudder	good & well hung	Hawsers and Warps	6 assorted
Plating (Bottom) and Counter	"	Upper Paint	When put on August 77	Standing & Running Rigging	all good
		Caulking of			
		Bottom, Deck, & Waterways	new		

Engine Room Skylights good Coal Bunker, Openings, Lights, &c. good Scuppers good Cargo and Main Hatchways good Hatches good  
 General Observation, Opinion as to Class, &c. A strong well built iron steamer, has just undergone the above extensive examination and is hereby recommended for credit as having undergone special survey No 3 of the rules.

The Amount of Entry Fee ... .. £ 1 : 0 : 0 received by me, }  
 Special ... .. £ 13 : 0 : 6 £14-5-6 1877 }  
 Certificate if (required) ... .. £ : 5 : (to be forwarded to Lloyd's surveyor at Calcutta) Surveyor to Lloyd's Register of British and Foreign Shipping.  
 (Travelling Expenses, if any, £ .. ..)

Committee's Minute 4th December, 1877.  
 Character assigned \*A1  
S.S. No 3-77  
W. Stewart  
Surgeon for Reliance Merchant Marine, Samarang, Chinese, Amicable &c  
26 October 1877.  
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tallowed. The Engines and boilers have been examined by the Government Inspector and pronounced in good and efficient condition. The chain cables have been ranged and had shackles started, the decks have been caulked fore and aft, the boats and general outfit have been overhauled repaired & replaced as necessary and the entire vessel is now in first rate condition.

Thickness of Plating

Borings on Starboard side.

$\frac{1}{2}$  inch

$\frac{3}{8}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{7}{16}$  "

$\frac{7}{16}$  "

$\frac{7}{16}$  "

$\frac{1}{2}$  "

Borings on Port side.

$\frac{1}{2}$  inch

$\frac{3}{8}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

$\frac{1}{2}$  "

*W.D.*



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