

# REPORT of SURVEY for REPAIRS, &c.

No. 1105 on the Ship "Blackbridge" Master J. Laing  
 No. in Reg. Book. 1448 Survey held at London Date, first Survey 22<sup>nd</sup> Nov Last Survey 19<sup>th</sup> Dec 1877  
 Tonnage under Tonnage Deck 1448 Built at Sunderland When built 1869  
 Ditto of Spar Deck, or Awning Deck 1539 Owners J. Nourse Port belonging to London  
 Ditto of Poop 1499 Residence Oswald  
 Ditto of Raised Qr. Dk. 1499 By whom built Oswald Destined Voyage Leptford Green by Lock & Afloat  
 Ditto of Houses on Deck 1499 If Surveyed Afloat or in Dry Dock Leptford Green by Lock & Afloat  
 Ditto of Forecastle 1499  
 Gross Tonnage 1539  
 Crew Space, as per Rule 1499  
 Register Tonnage, cut on Beam 1499  
 Engine Room 1499  
 Reg. Tons as St'mer, cut on Bm. 1499

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 1-77  
 Last Survey, No. 17644 Port Iron Character in Register Book. #A.1.  
 Classified S. S. Lin. No. 1-72.

REPAIRS, OR EXAMINATION AS PER RULE Special Survey No. 2.

Bottom and keel examined, Kuddler unhung and rebushed, timbers and Ceiling in hatches, lifted, all fore and aft on each side, <sup>fully complying with Rules.</sup> Cements found in good condition and firmly adhering to iron; Windlass <sup>(iron)</sup> examined and the Chain Cables ranged on deck, the bottom cleaned and coated with Patent Composition, and the topsides with Paint.

This Vessel having 15 fathoms more chain cable than the Rules require, the Owners have now put the excess 15 fathoms on shore.

## Present Condition of the

Decks <u>Good</u>	Greenalls <u>Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>—</u>	Rivets <u>Good</u>	Pumps <u>—</u>
Comings <u>—</u>	Breasthooks and Stemson <u>—</u>	Boats <u>—</u>
Upper Deck Beams & Fastenings <u>—</u>	Transoms, Pointers, and Crutches <u>—</u>	Masts, Yards, &c. <u>—</u>
Lower Deck Beams & Fastenings <u>—</u>	Timbers of the Frame at the openings <u>—</u>	Condition, how ascertained <u>From deck</u>
Planksheers <u>—</u>	Ditto Ditto at other places <u>—</u>	Sails <u>Good</u>
Sheerstrakes <u>—</u>	Keelsons <u>—</u>	Anchors No. of <u>3 1/2" 15 1/2" 2 1/2" 2 1/2"</u>
Topsides <u>—</u>	Clamps and Shelves <u>—</u>	Cables <u>Good</u>
Wales <u>—</u>	Ceiling <u>—</u>	Hawsers and Warps <u>—</u>
Plank (Bottom) and Counter <u>—</u>	Rudder <u>—</u>	Standing & Running Rigging <u>—</u>
Engine Room Skylights <u>—</u>	Copper Cent. When put on <u>1869.</u>	
Coal Bunker, Openings, Lids, &c. <u>—</u>	Caulking of <u>—</u>	
Scuppers <u>Good</u>	Bottom, Deck, & Waterways <u>Good</u>	
Cargo and Main Hatchways <u>Good</u>		
Hatches <u>Good</u>		

General Observations, Opinion as to Class, &c. This Vessel is now in good and efficient condition, and in our opinion eligible to remain as classed, and to be recorded S. S. London. No. 2. 1877.

The Amount of Entry Fee ... £ 4 : 4 : 5 received by me J. C.  
 29/1/77 Special ... £ 4 : 4 : 5  
 Certificate (if required) ... £ 5 : 5 : 5  
 (Travelling Expenser, if any, £ —)

Committee's Minute 8th January, 1878.

Character assigned A.1.

Thos Wm Blaxell  
Thos Congdon  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



© 2019  
 Lloyd's Register  
 Foundation  
 LON 475-0427

TRW S. S. No 2-77

Cause of Repairs to be clearly stated.

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