

Damage 20569
1870

PORT of SURVEY for REPAIRS, &c.

Rev 8/11/76

No. 11523 Survey held at Sunderland Date, first Survey 3rd Oct. Last Survey 7th Oct. 1876.

on the Crown Aving 8th Lt. Medusa Master Bright

TONNAGE under Tonnage Deck	Built at <u>Sunderland</u>	When built	YEAR. <u>1862</u> MONTH. <u>(July)</u>
Ditto of Spar Deck, or Aving Deck	Owners <u>James Laing</u>	Port belonging to	<u>Sunderland.</u>
Ditto of Poop	Residence <u>Thornhill Sunderland.</u>		
Ditto of Raised Qr. Dk.	By whom built <u>L. Laing</u>	Destined Voyage	<u>Coasting.</u>
Ditto of Houses on Deck	If Surveyed Afloat or in Dry Dock	<u>Thornhill Dry Dock and Afloat</u>	
Ditto of Forecastle			
Gross Tonnage <u>1110</u>			
Crew Space, as per Rule			
Register Tonnage, cut on Beam			
Engine Room			
Reg. Tons as St' mer, cut on Bm. <u>719</u>			
Length of Poop	ft. Ditto, Forecastle	ft. Ditto, Raised Quarter Deck	ft. Years assigned. Character in Register Book.

Last Survey, No. 16345 ~~1402~~ Port Sunderland Iron Classed 90 R. 1.
(S.S. Sub 1103-1876)

REPAIRS, or EXAMINATION AS PER RULE Through through from standing.

Plans Case
Work done: - Removed nine plates on the port side and under the flat of bottom reset them to form and riveted them. Caulked lance and butts in the vicinity of the parts damaged. Repaired four frames. and made good the Cement. Cleaned and painted the bottom.

With reference to the Secretary's letter dated the 1st June 1876. respecting the marking the load-line on the side of this vessel in the manner described in the Committee's Circulars No. 340 and 354, the vessel's sides are marked in accordance therewith, to a height of 17 feet.

Present Condition of the			
Decks			
Waterways	<u>Good</u>	<u>Treenails</u> <u>Good</u>	Windlass and Capstan
Comings		<u>Breasthooks and Stems</u>	Pumps <u>5 No.</u>
Upper Deck Beams & Fastenings	<u>Good</u>	<u>Transoms, Pointers, and Crutches</u>	Boats <u>3 No.</u>
Lower Deck Beams & Fastenings	<u>Good</u>	<u>Timbers of the Frame at the openings</u>	Masts, Yards, &c.
Planks		<u>Ditto Ditto at other places</u>	Condition, how ascertained <u>By</u> <u>Examination</u>
Sheerstrakes		<u>Keelsons</u> <u>part seen</u>	Sails <u>Complete</u>
Topsides	<u>Good</u>	<u>Clamps and Shells</u>	Anchors No. of <u>3 B. 1 S. 2 K.</u>
Wales		<u>Ceiling</u>	Cables <u>part seen</u>
Plank (Bottom) and Counter		<u>Rudder</u>	Hawsers and Warps
Engine Room Skylights		<u>Copper</u> <u>Paint</u> <u>When put on</u> <u>None</u>	Standing & Running Rigging
Coal Bunker, Openings, Lids, &c.		<u>Caulking of</u>	Cargo and Main Hatchways
Scuppers	<u>Good</u>	<u>Bottom, Deck, & Waterways</u>	Hatches <u>Good</u>

General Observations, Opinion as to Class, &c.

She is now in good and efficient condition, and fit, in my opinion, to remain classed 90 R. 1.

The Amount of Entry Fee Nil received by me 187 Per Vide Letter
Damage Survey and Report 2 1/2 0 14/3/76
Certificate (if required) Nil Received 31st July 1876
(Travelling Expenses, if any, Nil charge made)
Committee's Minute 9th Nov 1876
Character assigned

Surveyor to Lloyd's Register of British and Foreign Shipping.
William St. Joseph Keen
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