

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1844** Survey held at **Weymouth** Date, first Survey **8** Last Survey **Jan 2. 1878**
649. on the **Screw Steamer "Greatham Hall"** Master **G. W. Marchant**
 TONNAGE under Tonnage Deck **565** Built at **Stockton** When built **1857**
 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 **612** Owners **Tatham & Co.** * Port belonging to **West Hartlepool**
 Crew, Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. **457.** Residence **35 Pudding Lane - London E.C.**
 By whom built
 Destined Voyage **Tunis**
 If Surveyed Afloat or in Dry Dock **While afloat.**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **100A1**
 Last Survey, No. **20500.** Port **Luxon Iron S.S. Co. No 3. 77.** Classed **100A1**
 REPAIRS, OR EXAMINATION AS PER RULE **Damage repairs**

This vessel while on the voyage from Antwerp to Tunis, with a cargo of railway iron, was in collision with a pilot cutter off Dungeness, and during a severe gale off Portland, the cargo shifted, and the vessel put into Weymouth to effect repairs, and to have the cargo properly stowed. The survey held by me, was after the necessary repairs had been carried out, and the cargo at this time had been reshipped.

I cannot therefore certify as to the quality of the repairs performed to the deck beams, and I beg to report that on this vessel's return to this country, she will be placed in Dry Dock, and an opportunity will thus be afforded to make a proper survey of the repairs, and which are as follows:—

Present Condition of the	Good	Freemate Rivets Where seen Good	Windlass and Capstan Good & Sufft.
Decks	Good	Breasthooks and Stemson	Pumps 3 Hand Pumps & Engine 8"
Waterways	"	Transoms, Pointers, and Crutches	Boats 4 N.
Beams	"	Timbers of the Frame at the openings	Masts, Yards, &c.
Deck Beams & Fastenings	"	Ditto Ditto at other places	Condition, how ascertained From Deck
Deck Beams & Fastenings	"	Keelsons	Sails One Suit & Spare
Sheers	"	Clamps and Shelves	Anchors No. of 3 B. 15. 2 K.
Strakes	"	Ceiling	Cables
Bottom	"	Rudder	Hawsers and Warps 9" 8" 8" 5" 5"
Bottom and Counter	"	Copper Cement When put on 1869 & 74	Standing & Running Rigging
Room Skylights	Good	Caulking of	
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good
Scuppers	Good		
Cargo and Main Hatchways	Good		
Hatches	Good		

Observations, Opinion as to Class, &c.

The vessel where examined was in good and sound condition, and I respectfully submit, that she remain classed viz 100A1, subject to the condition that the repairs effected at Weymouth, be surveyed at the first favourable opportunity by one of the Society's Surveyors.

Amount of Entry Fee ... £ : received by me, **Jan 8. 1878.**
 Special ... £ :
 Certificate (if required) ... £ :
 Expenses, if any, £ (1-1-0)
 Committee's Minute **15th January, 1878.**
 Character assigned **100A**
 Surveyor to Lloyd's Register of British and Foreign Shipping.
177 as in Reg. Bk.
 IRON 477-0339

20724 En

(1) On account of the collision :- The knightheads and bowsprit chocks new of English Oak, and with the same material renewed the pull bitt and windlass bitts; six angle iron beams to the monkey forecastle made good, and the monkey forecastle deck flat repaired with Red Pine; twenty feet of main rail, forward, and twenty feet of main rail, aft, on the Starboard side renewed with Teak.

(2) - On account of stress of weather :- In the after hold, renewed one hold beam with plate iron $6\frac{1}{4} \times \frac{3}{8}$ ", and double angle iron each $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{3}{8}$ ", and this beam is connected to the frames by $\frac{1}{2}$ " knee plates, four broken hold beam knee plates renewed, also, six iron pillars to the hold beams, and three hold beam carlings.

In the main hold, renewed two hold beams with $6 \times \frac{1}{2}$ " beam iron, and double angle iron each $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{3}{8}$ ", with knee plate $\frac{1}{2}$ " thick; eight broken hold beam knee plates, six broken hold beam iron pillars, and four broken hold beam carlings renewed, a new main pump fitted, and is protected by a wood casing.

The foreyard and foretopmast new of Red Pine, a new life boat put on board, two new wire shrouds to the Starboard main rigging, and the main deck entirely recaulked.

Thos Phillips