

REPORT of SURVEY for REPAIRS, &c.

No. *4324*

21106

Dec 5/6/78

No. in Reg. Book. *1134* on the *Ship "Conflict"* Survey held at *Cardiff* Date, first Survey *17th* Last Survey *22nd May 1878* Master *Guswell*

TONNAGE under Tonnage Deck *1052* Built at *Liverpool* When built *1855*

Ditto of Spar Deck, or Awning Deck *1171* Owners *St. Ellis* Port belonging to *London*

Ditto of Poop *1171* Residence *London*

Ditto of Raised Qr. Dk. *1171* By whom built *Destined Voyage Calcutta*

Ditto of Houses on Deck *1171* ☒ Surveyed Afloat ☐ in Dry Dock *East Bute Dock*

Ditto of Forecastle *1171*

Gross Tonnage *1171*

Crew Space, as per Rule *1171*

Register Tonnage, cut on Beam *1171*

Engine Room *1171*

Reg. Tons as St' mer, cut on Bm. *1171*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *1* Character in Register Book. *A 1*

Last Survey, No. *Port*

REPAIRS, OR EXAMINATION AS PER RULE *To complete "S.S. 101"*

Surveyed afloat, the Ballast taken out, Sticks cleared and Ceiling removed and ships, for examination of cement which proved in good condition. Examination now made, internally below the L Deck beams, extending from Fore mast to Mizzen mast, to complete survey commenced in London with view to recording altered Classification see London Report no. herewith returned.

The inner surface of plating, frames, beams, stringers to be where required, now well cleaned and painted

Gibboom renewed with Pine

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

General Observations, Opinion as to Class, &c. *So far as seen here, the vessel appears in good and efficient condition, eligible to be classed 100 A 1 as recommended*

The Amount of Entry Fee ... *Not paid* ... received by me, *Henry J. Lunnell*

Special ... *2, 2, 0* ... 1878

Certificate (if required) ...

(Travelling Expenses, if any, £ ...)

Committee's Minute *18*

Character assigned

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



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

IRON 478 - 0286

Conflict



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