

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4690** Survey held at **Grimsby** Date, first Survey **11 April** Last Survey **17 August** 1878
 on the **Iron Steamer "Lord of the Isles"** Master **James M. Neil**

TONNAGE under Tonnage Deck **1702.83**
 Ditto of Spar Deck, or Avoning Deck **137.23**
 Ditto of ~~House~~ **32.64**
 Ditto of ~~Raised Quarter Deck~~ **4.54**
 Ditto of Houses on Deck **0.55**
 Ditto of Forecastle
 Gross Tonnage **2483.49**
 Crew Space, as per Rule **102.54**
 Register Tonnage, cut on Beam
 Engine Room **494.81**
 Reg. Tons as S^r mer, cut on Bm. **1586.44**
 Built at **Harbor** When built **1870**
 Owners **Thos. H. H. & Co.** Port belonging to **London**
 Residence **9 Church St.**
 By whom built **Napier** Destined Voyage
 If Surveyed Afloat or in Dry Dock **In dry dock & Afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **100-A-1**
 Last Survey, No. **2483.49** Port **Grimsby** Classed **10.46**

REPAIRS, OR EXAMINATION AS PER RULE **Survey N^o 2 (in part)**
 Placed in dry dock and the hull and bottom examined. The boilers and engines removed, and the timbers and ceiling (in coal bunkers and holds forward of boiler space) equal to 3 thickness on each side removed, and the cementing tested and made good where found necessary. The chain cables ranged on deck, and with the anchors and general equipment attended to. Repairs &c. none done. The outside and inside iron work in engine boiler spaces cleaned and painted. Upper deck re-caulked, and the main deck repaired, and re-caulked where necessary. Casings in way of engine boiler hatchways renewed. An additional bulkhead fitted (similar in construction to the original one) in the coal bunker space, also pump, valves &c. to same as required by the Rules.

Present Condition of the	Good	Rings	When run	Good	Windlass and Capstain	Good
Decks	Good	Treenails	When run	Good	Pumps	Good
Waterways	Good	Breasthooks and Stemson	When run	Good	Boats	Good
Comings	Good	Transoms, Pointers, and Crutches	When run	Good	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Timbers of the Frame at the openings	When run	Good	Condition, how ascertained	In deck &c.
Lower Deck Beams & Fastenings	Good	Ditto Ditto at other places	When run	Good	Sails	Good & Sufficient
Planksheers	Good	Keelsons	When run	Good	Anchors	No. of 3M. 12. 2M.
Sheerstrakes	Good	Clamps and Shelves	When run	Good	Cables	Complete & Good
Topsides	Good	Ceiling	When run	Good	Hawsers and Warps	Complete
Wales	Good	Rudder	When run	Good	Standing & Running Rigging	Good
Plank (Bottom) and Counter	Good	Copper	When put on	Good	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Caulking of	When run	Good	Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	When run	Good		
Scuppers	Good					

General Observations, Opinion as to Class, &c.
 This vessel is now in good and efficient condition, in my opinion eligible to remain as classed, and on completion of survey to be marked G. L. N^o 2 in the Register Book. The vessel I understand is to proceed to London where the after holds will be cleared. Engineer's Report is now forwarded.

The Amount of Entry Fee ... £3 : 0 : 0
 13/9/78 Special ... £4 : 4 : 0
 Certificate (if required) ... £ — : — : —
 (Travelling Expenses, if any, £2.2.0)
 Committee's Minute
 Character assigned
 James M. Neil
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 27th August, 1878.
 Attached herewith to London Report to 37493



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