

# REPORT of SURVEY for REPAIRS, &c.

No. *78* Survey held at *London* Date, first Survey *1878* Last Survey *Sept 7<sup>th</sup> 1878*  
 No. in Reg. Book. *78* on the *S. S. "Oceano"* Master *Thos. Walker*  
 TONNAGE under Tonnage Deck *798* Built at *Middlesbrough* When built *1871* 8.  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Deck  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *875* Owners *Nathan & Co* Port belonging to *London*  
 Crew Space, as per Rule  
 Register Tonnage, out on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *566* Residence  
 By whom built *Backhouse* Destined Voyage  
 If Surveyed Afloat or in Dry Dock *Limekiln dock*

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *100 A1*  
 Last Survey, No. *19305* Port *London* Character in Register Book. *10 77*  
 Classified *100 A1*

REPAIRS, OR EXAMINATION AS PER RULE *S.P. No 3 and Damage.*

*This vessel on her last homeward voyage to London was in collision in the Thames, and so damaged that she ultimately sunk.*

*The whole of the ceiling has been removed, the Engine and Boilers taken out, and the vessel cleaned through and all oxidation removed from frames, plating &c. The Chain Cables laid out, and all the requirements of the Rules carried out.*

*Repairs owing to damage:— Several plates of the bottom on Port side renewed, as also frames and stringers renewed and made good at the damaged part. The iron top of the fore water ballast tank removed, the longitudinal girders rivetted to floors and stiffened athwartships by connecting angle irons.*

Present Condition of the	Good	Timberails	Pivots	Roof	Windlass and Capstan	Roof
Decks	<i>Good</i>	<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>	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	<i>Good</i>	Boats	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	<i>Good</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	<i>Good</i>	Sails	<i>well found</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	<i>Good</i>	Anchors	No. of <i>315 18 fms</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	<i>Good</i>	Cables	<i>complete</i>
Wales	<i>Good</i>	Rudder	<i>Good</i>	<i>Good</i>	Hawsers and Warps	<i>sufficient</i>
Plank (Bottom) and Counter	<i>Good</i>	Copper	When put on	<i>Good</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>	<i>Good</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	<i>Good</i>	Hatches	<i>good</i>
General Observations, Opinion as to Class, &c.						

*This vessel is now in good condition, the requirements of S.P. No 3 have been complied with, and she is in our opinion eligible to remain as classed with the record of S.P. No 3. 78. And with regard to the upper structure referred to on the other side, the designation of the same is left for the Committee's decision; it is however submitted that it may be considered a part Awaiting Deck.*

The Amount of Entry Fee ... £ *2* : : : received by me, *Thos. Cougdon*  
 " " Special ... £ *10* : *10* : : *13 Sept 1878*  
 Certificate (if required) ... £ : : :  
 (Travelling Expenses, if any, £ : : :)  
 Committee's Minute *13th September, 1878.*

Character assigned *100 A1 part Awaiting*  
*Lloyd's Register*  
*Foundation*

21713 Iron.

The iron top of tank partly renewed and all riveted and the bath ballast tanks filled and tested according to the Rules. The Bulwark bulkheads repaired and made good, and other <sup>smaller</sup> repairs where required to the hull of the vessel.

The original fore-castle and Bridge House have now been connected, forming a continuous deck from forward, aft 141 feet. The frames of the new portion are  $4 \times 3 \times \frac{1}{16}$ , turned at the foot, bracket lined and well riveted to upper deck stringers. The frames spaced as the original. The side plating  $\frac{1}{16}$ . Beams double angle iron  $5 \times 3 \times \frac{1}{16}$  &  $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{1}{16}$  on alternate frames. Beam stringer plate  $26 \times \frac{1}{2}$ . Tie plates also fitted. The deck Y. Pine  $3 \frac{1}{2}$  and gal<sup>o</sup> fastened. Upper deck and the new deck all covered. The inside and outside coated as before.

J. H. Congdon  
Senior Master



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