

REPORT of SURVEY for REPAIRS, &c.

No.

No. in
Reg. Book.

Survey held at

London

Date, first Survey

23 Aug.

Last Survey

23 Sept. 1878.

238 on the

S.S. Vildorsala

Master

W. Holmes

TONNAGE under Tonnage Deck

823

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

1021

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

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

648

Built at

Newcastle

When built

YEAR.

MONTH.

1871

11

Owners

Gen. Iron Sh. Co. Ltd. Port belonging to

London

Residence

17 Gracechurch St., E.C.

By whom built

Palmer & Co., Ltd. Destined Voyage

If Surveyed Afloat or in Dry Dock

Commercial Dry Dock & Afloat

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

19359

Port

Iron

Classed

100 A. 1.

REPAIRS, OR EXAMINATION AS PER RULE

S.S. No. 2.

S.S. No. 1. 74.

9.77

The vessel placed in dry dock, the bottom cleaned and painted. The ceiling at the boundaries of the ballast tanks lifted for the examination of the frames, floors, cement &c. and the iron work found ^{generally} free from oxidation and the cement firmly adhering to the plating &c. The water ballast tanks (which extend nearly all fore and aft) tested by a head of water to the light line, and the ceiling over the tops of the tanks removed where necessary. The chain cables ranged thirty fathoms of new chain cable now put on board. The certificates of test of the additional cable, signed J. Hartman, dated 22nd July 1875 (No 1012) and 23 Jan. 1878 (No 2299) respectively. Size, 1 1/2, and breaking strains 58 7/10 tons, tensile strain 40 5/10 tons.

Present Condition of the

Decks

good.

Waterways

do.

Comings

do.

Upper Deck Beams & Fastenings

do.

Lower Deck Beams & Fastenings

do.

Plank sheers

do.

Sheerstrakes

do.

Topsides

do.

Walls

do.

Plank (Bottom) and Counter

do.

Engine Room Skylights

good

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo and Main Hatchways

good

Hatches

good

General Observations, Opinion as to Class, &c.

Rivets

good.

Breasthooks and Stems

do.

Transoms, Painters, and Crutches

do.

Timbers of the Frame at the openings

do.

Ditto Ditto at other places

do.

Keelsons

do.

Clamps and Shelves

do.

Ceiling

do.

Rudder

do.

Copper Paint When put on

now

Caulking of

Bottom, Deck, & Waterways

good.

Windlass and Capstan

Iron patent, good.

Pumps 6" N^o. 6" hand.

good.

Boats 3 N^o.

do.

Masts, Yards, &c.

do.

Condition, how ascertained from deck

Sails 2 suits

good.

Anchors No. of 3 B., 1 B., 2 R.

Cables 270 fms. 1 1/2 chain

Hawsers and Warps good & sufficient

Standing & Running Rigging

good.

Cargo and Main Hatchways

good

Hatches

good

The requirements of the rule for S.S. No. 2, having been complied with, and the vessel being now in good condition, we are of opinion that she is eligible to remain as classed.

The Amount of Entry Fee £

Special £

4: 4: 0

received by me,

2nd Oct. 1878

Certificate (if required) £

5: 5: 0

(Travelling Expenses, if any, £)

Committee's Minute

1st October,

1878.

Character assigned

100 A. 1

S.S. No. 2-74



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Lloyd's Register Foundation

IRON 480-0272

[4,000-15,678.]

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

21804 Iron.

This vessel has been in collision and the damage to Port Bow caused thereby has been made good in Sebastopol.

On examination of these repairs, they were found to be of a satisfactory character. —

W. Paulsen.



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