

# REPORT of SURVEY for REPAIRS, &c.

No. *246* on the *S. S. "Thames"* Survey held at *London* Date, first Survey *11 May* Last Survey *24 July* 18*78*  
 Reg. Book. *246* Master *Hynes*  
 TONNAGE under Tonnage Deck *3308* Built at *Newcastle* When built *1873* 10  
 Ditto of Spar Deck, or Avning Deck Owners *Watts, Milburn* Port belonging to *London*  
 Ditto of Poop Residence  
 Ditto of Raised Qr. Dk. By whom built *Purcell & Co* Destined Voyage  
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Blackwall point dry dock*  
 Ditto of Forecastle Gross Tonnage *3835*  
 Crew Space, as per Rule Register Tonnage, cut on Beam  
 Engine Room Reg. Tons as St mer, cut on Bm. *2487*  
 Length of Poop *100* ft. Ditto Forecastle *50* ft. Ditto, Raised Quarter Deck *50* ft. Years assigned. Character in Register Book.  
 Last Survey, No. *19662* Port *Iron* Classified *100 A 1* 77  
*S. S. 101.71*

## REPAIRS, OR EXAMINATION AS PER RULE

The topside strake, next sheerstrake, doubled for 220 feet with  $\frac{3}{4}$  plate and well riveted with  $\frac{1}{2}$  rivets. and where cut for main Engine Room discharge, compensated for by strong angle bars and plate  $18 \times \frac{3}{4}$  fitted inside to the frames and connected to the outside plating. Three Coal ports closed each side. One new bulkhead fitted at about the middle of after Hold, and extending to the upper deck, the bulkhead fitted to single frame and bracket knee to side. The bulkhead shaft fore mast continued to the upper deck, and also the wing bulkheads of Engine Room carried to the upper deck. These bulkhead arrangements have been adopted to render the vessel eligible to be placed on the

Present Condition of the Decks	Good	Greenails Rivets	Good	Windlass and Capstan	Good
Waterways	<i>dc</i>	Breasthooks and Stemson	<i>dc</i>	Pumps	<i>dc</i>
Comings	<i>dc</i>	Transoms, Pointers, and Crutches	<i>dc</i>	Boats	<i>ten</i>
Upper Deck Beams & Fastenings	<i>dc</i>	Timbers of the Frame at the openings	<i>dc</i>	Masts, Yards, &c.	<i>dc</i>
Lower Deck Beams & Fastenings	<i>dc</i>	Ditto Ditto at other places	<i>dc</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>dc</i>	Keelsons	<i>dc</i>	Sails	<i>well found</i>
Sheerstrakes	<i>dc</i>	Clamps and Shells	<i>dc</i>	Anchors	<i>No. of 3 1/2 1/2 &amp; 1/2</i>
Topsides	<i>dc</i>	Ceiling	<i>dc</i>	Cables	<i>complete</i>
Wales	<i>dc</i>	Rudder	<i>dc</i>	Hawsers and Warps	<i>sufficient</i>
Plank (Bottom) and Counter	<i>dc</i>	Copper When put on	<i>✓</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights	<i>good</i>	Caulking of Bottom, Deck, & Waterways	<i>dc</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>	Hatches	<i>good</i>

General Observations, Opinion as to Class, &c.

This vessel is now in good condition and eligible to remain as classed.

*W. S. Cogdon*

The Amount of Entry Fee ... £ 3 : : received by me, *G. Stanley*

*18/18* Special ... £ 10.10 : : *Oct 1878*

Certificate (if required) ... £ : :

Travelling Expenses, if any, £ )

Committee's Minute

2nd. August, 1878.

Character assigned

*100 A 1*



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IRON 481-0023



Admiralty list. The original wood front  
 of poop, and at both ends of the Bridge!  
 Haws have been removed, and strong iron  
 pulkhead fitted, that at the front of poop  
 being 46 and the other 76. Nearly all the  
 upper deck in the Saloon and berth has  
 now been renewed. A hatchway has  
 been cut at each deck for the after hold  
 and where passing through the Saloon, a  
 trunk pulkhead has been fitted. Other  
 smaller repairs have been done to the  
 vessel. The upper and main deck Caulked.  
 Bottom cleaned and recoated. Chain Cables  
 laid out and found complete.

Thos Congdon

H. Stanbury

W. Stanbury



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