

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1911** Survey held at **Southampton** Date, first Survey **Nov 6-78** Last Survey **Nov 20th 1878**

31 on the Screw Steamer "Samar" late Vancouvero (3 Masts) Master **W. Chapman**

Official Number **68570**
TONNAGE under Tonnage Deck **2103**
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 **2922.97**
Crew Space, as per Rule **106.42**
Register Tonnage, out on Beam
Engine Room **935.35**
Reg. Tons as St' mer, cut on Bm. **1881.2**
Built at **Renfrew** When built **1873** 11th
Owners **Royal Mail Steam Packet Co.** Port belonging to **London**
Residence **18 Moorgate St. Southampton**
By whom built **Henderson** Destined Voyage **West Indies**
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. **100A1** Character in Register Book.

Last Survey, No. **15851** Port **San Francisco** Iron **176**

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No 1 & Change of Ownership** Awning deck

The first part of this survey was carried out by **M^r Hearle &c** in London and to the extent as stated in the enclosed report.

Now done:- The vessel placed upon blocks in Dry Dock, the bottom scraped & chipped & coated with Red Lead paint.

In the main hold, throughout its entire length, the timbers and our shake of close ceiling lifted on each side, the whole of the stone ballast having been put on shore, and with the exception of the part named below, the cement in this hold was firmly adhering to the iron, and the surfaces of the iron were fairly free from oxidation.

A portion of the cement worn on the surface has been repaired, and on the Port side, there was a portion of the cement found broken in the Main Hold just under the fore side of the hatchway. This was broken over a bulged plate, and the removal of the

Present Condition of the			
Decks	Good	Rivets	Good
Waterways	"	Treenails	"
Copings	"	Breasthooks and Stenson	"
Upper Deck Beams & Fastenings	"	Transoms, Pointers, and Crutches	"
Lower Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"
Planksheers	"	Ditto Ditto at other places	"
Sheerstrakes	"	Keelsons	"
Topsides	"	Clamps and Shells	"
Wales	"	Ceiling	"
Plating	"	Rudder	"
Plank (Bottom) and Counter	"	Copper Cement	When put on 1873
		Caulking of	"
		Bottom, Deck, & Waterways	Good
		Windlass and Capstan	Good & Lift
		Pumps 3 Hand Engine	"
		Boats 8 A.P.	"
		Masts, Yards, &c.	"
		Condition, how ascertained	From deck
		Sails One Suit & Spare	"
		Anchors No. of 3 B. 15. 2 A.	"
		Cables 2" 90 fath 1 1/2"	"
		Hawsers and Warps 2 1/2" 3 fath 6-6-5"	"
		Standing & Running Rigging	"

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. **This vessel, so far as examined, is now in a good & efficient condition & I respectfully submit for the favourable consideration of the Committee, that the further examination of the after hold be deferred until the vessel's return to this country about two months hence, and in the meantime, that the Committee will grant the certificate of No. Survey as requested, with an endorsement of the work required to be done to properly complete the survey.**

Amount of Entry Fee ... £ 1 : : : received by me, **J. H. Phillips**
Special ... £ 3 : 3 : : **21 Nov 1878**
Rate (if required) **Geo** ... £ : : :
penses, if any, £ : : :
Committee's Minute **21st November 1878**

Character assigned **100A1** Awning deck **Lead line 22 fath**
SS No 1-1878 subject to completion of survey on return from present intended voyage, to be inserted in the Certificate - **1878 21/11/78**

cement showed the plate was cracked midway between two consecutive frames. In order to remove the bulge, a small piece was cut out of the plate, and the plate was then straightened. The hole cut out of the plate has been filled in with a piece of plate, and which is supported on the inside by a plate $\frac{7}{8}$ " thick, of the length of the frame space & the breadth of the strake of plating, and the whole has been properly riveted & caulked. The cement removed at this part has been made good. The defective ceiling referred to in the memorandum attached to the London Survey report is just under the Main Hatchway, and is not the ceiling proper but a lining in the way of the hatchway, and which lining is to be made good on the vessel's return to this country.

The after hold has been only partially examined, viz. for a length of twenty feet on each side in the way of the hatchway, and from which part the stone ballast was put on shore, and at this part, the timbers & one strake of ceiling on each side were lifted, and here the cement was firmly adhering to the iron & the surfaces of the iron were fairly free from oxidation. It has been found impossible to complete the survey of the after part of the vessel at this time, there being about 60 tons of stone ballast on board, and which I understand will be removed on the vessel's return to this country about two months hence.

Wm Phillips

General Committee
December 12th 1878

Strike out references
in the body of the Register
Book and insert

the particulars as

are enclosed herewith

in the Supplement

under the name

of 'Jamaica' later

of Jamaica later

with three

dols



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