

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 39** Survey held at Harre Prætor Date, first Survey 10<sup>th</sup> November Last Survey 25<sup>th</sup> November 1878  
 on the S. S. Zaimis Master Wilkinson  
 TONNAGE under Tonnage Deck 260 Built at Stockholm When built 1860 March  
 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 317 Owners W. Hanson & Robinson Port belonging to Hull  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as S<sup>r</sup> mer, cut on Bm. 226 By whom built Richardson Destined Voyage Hull  
 If Surveyed Afloat or in Dry Dock in the River, Seine

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 33 Character in Register Book. 1  
 Last Survey, No. 20126 Port Iron Classed S.S. No 2 33 2.38

REPAIRS, OR EXAMINATION AS PER RULE after Collision

Found Bullwork plates and rail broken for 20 feet on starboard side, fore head; and one sheerstrake plate bent; and few rivets started.  
Re-nerved two plates of the Bullwork;  
Re-set two others, and one sheerstrake's plate.  
Re-nerved the wooden waterway (oak) for 22 feet long, (which was removed to re-set the sheerstrake's plate.)  
Re-nerved the main rail for 26 feet long.  
Re-nerved the loose rivets.  
Re-painted all over the damaged parts.

Present Condition of the

Decks	<u>Good</u>	Freeboards	<u>Thick.</u>	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>d.</u>	Breasthooks and Stemson		<u>d.</u>	Pumps	<u>d.</u>
Comings	<u>d.</u>	Transoms, Pointers, and Crutches		<u>d.</u>	Boats	<u>d.</u>
Upper Deck Beams & Fastenings	<u>d.</u>	Timbers of the Frame at the openings		<u>d.</u>	Masts, Yards, &c.	<u>d.</u>
Lower Deck Beams & Fastenings	<u>d.</u>	Ditto Ditto at other places		<u>d.</u>	Condition, how ascertained by <u>Eng<sup>l</sup> &amp; Locam.</u>	
Planksheers	<u>d.</u>	Keelsons		<u>d.</u>	Sails	<u>Complete</u> <u>Good</u>
Sheerstrakes	<u>d.</u>	Clamps and Shelves		<u>d.</u>	Anchors	<u>No. of</u> <u>d.</u>
Topsides	<u>d.</u>	Ceiling		<u>d.</u>	Cables	<u>Complete</u> <u>d.</u>
Wales	<u>d.</u>	Rudder		<u>d.</u>	Hawsters and Warps	<u>Complete</u> <u>d.</u>
Plank (Bottom) and Counter	<u>d.</u>	Copper	<u>When put on</u>	<u>"</u>	Standing & Running Rigging	<u>d.</u>
Engine Room Skylights	<u>Same</u>	Caulking of				
Coal Bunker, Openings, Lids, &c.	<u>Secure</u>	Bottom, Deck, & Waterways	<u>Good</u>			
Scuppers	<u>Good</u>					
Cargo and Main Hatchways	<u>Good</u>					
Hatches	<u>Good</u>					

General Observations, Opinion as to Class, &c. This vessel is now in a good and efficient state of repair, fit to carry dry and perishable goods, to and from all parts of the world, and in my opinion, merits the favorable consideration of the Committee to remain as classed: viz:  
+ 1

The Amount of Entry Fee £ 1 : 0 : 0 received by me, L. G.  
 Special £ 4 : 4 : 0 25/11 1878  
 Certificate (if required) £ 0 : 5 : 0  
 (Travelling Expenses, if any, £ 2 - 0 - 0.)

Committee's Minute 29th November, 1878.

Character assigned 1

Surveyor to Lloyd's Register of British and Foreign Shipping.



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IRON 481-0366