

# REPORT of SURVEY for REPAIRS, &c.

No. 12046

No. in Reg. Book.

Survey held at

*Sunderland*

Date, first Survey

*1<sup>st</sup> November*

Last Survey

*November 12-1878*

3644 on the

*S.S. "Castello"*

Master

*Anderson*

YEAR.

MONTH.

TONNAGE under Tonnage Deck

Ditto of Spar Deck, or Avning Deck

Ditto of Poop

Ditto of Raised Or. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

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

Built at

*Stockton*

When built

*1877*

*10*

Owners

*Clarkson & Co*

Port belonging to

*London*

Residence

*20 Billiter Street London E.C.*

By whom built

*Richardson*

Destined Voyage

*Philadelphia*

If Surveyed Afloat or in Dry Dock

*South Graving Dock*

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

*19687*

Port

*Stockton*

Classed

*100A1*

*12-77*

REPAIRS, OR EXAMINATION AS PER RULE

*Annual and*

*Damage in consequence of Stranding in Suez Canal also shifting of Cargo.*

*The keel and Bottom examined; Scraped; Caulked several butts and a few places in the lands each side at the after part of the Vessel: Strengthened the top of the shaft tunnel as follows. Viz. the angle iron frames being nearly all broken at the crown, added a head plate between double frames at about every 4 feet, and brought on the outside of the tunnel from the Mizzen Mast aft, a pair of angles with a hull between so as to receive the Heads of the Stanchions to Main and Hold Deck Beams; and from the Mizzen*

*P. I. over.*

*mast*

Present Condition of the

Decks

*good*

*Iron Rivets*

*good*

Windlass and Capstan

*good*

Waterways

*✓*

Breasthooks and Stemson

*✓*

Pumps

*✓*

Comings

*✓*

Transoms, Pointers, and Crutches

*✓*

Boats

*✓*

Upper Deck Beams & Fastenings

*✓*

~~Transoms~~ of the Frame at the openings

*✓*

Masts, Yards, &c.

*✓*

Lower Deck Beams & Fastenings

*✓*

Ditto Ditto at other places

*✓*

Condition, how ascertained *from Deck*

Planksheers

*✓*

Keelsons

*✓*

Sails

*✓*

Sheerstrakes

*✓*

Clamps and Shelves

*✓*

Anchors No. of *3 B. 15. 2K good*

Topsides

*✓*

Ceiling

*✓*

Cables

*✓*

Wales

*✓*

Rudder

*✓*

Hawsers and Warps

*✓*

~~Keel~~ (Bottom) and Counter

*✓*

~~Copper~~ Paint &c. When put on *now*

Standing & Running Rigging

*good*

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.

*She is now in good and efficient condition and fit in my opinion to remain as Classed viz. 100A1*

Damage Report

*2. 2. 0*

The Amount of Fee

*£ 3 : 0 : 0*

received by me,

*HK*

Special

*£ 1 : 1 : 0*

*22<sup>nd</sup> Nov 1878*

Certificate (if required)

*£ - : 5 : -*

(Travelling Expenses, if any, £ )

Committee's Minute

*26th November*

*1878*

Character assigned

*100A1*

*Joseph Keen*

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

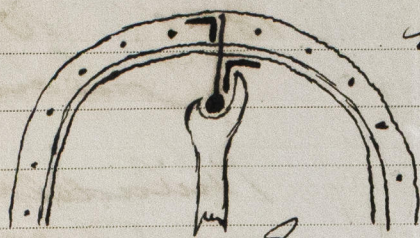
*William H. ...*

Lloyd's Register Foundation

IRON 481-0518

92356. Iron.

Made forward, a reverse frame is added to each frame at the crown, and a Bulb fitted between two angles, thus, to which were secured pillars that extended to the Tank top, the heels of which are secured to a large single angle in each case, and riveted to the Tank top and middle line fore and aft girder in the Tank.



Each tier of Beam knees for the length of the Tunnel were overhauled and rivets tested; the Cement in the gutter gunnels for the same distance (which was cracked,) now removed, seams be recaulked and tested with water and made tight.

Refitted Steering gear; Repaired some leaks at the Stem head and Horse-pipes; and renewed some fore and aft wood carlings in hatchways.

Tested the after Ballast tank with a head of water nearly equal to the Load-line; the work now done in connection therewith proving quite Satisfactory.

Joseph Keen.

Bottom payed with Mr. Innes's patent Composition.

J.K.