

REPORT of SURVEY for REPAIRS, &c.

No. *4739* Survey held at *Cardiff* Date, first Survey *1878* Last Survey *9th Jan 1880*
 Reg. Book. *334* on the *SS Sir John Mansel* Master *Corbett*

Official Number *1659*
 Tonnage under Tonnage Deck *1840*
 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
 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 *1878*
 Owners *Royal Exchange St Co* Port belonging to *London*
 Residence *London*
 By whom built *Pearse* Destined Voyage *Port Said*
 Surveyed *Afloat* or in Dry Dock *Stills & Bute Dry Dock*
 (State Name of Dock)
 Length of Poop *1172* ft. Ditto, Forecastle *1172* ft. Ditto, Raised Quarter Deck *1172* ft.
 Character in Register Book *100 & 1*

Last Survey, No. *22647* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *After grounding.*

Cause of Repairs to be clearly stated.
Placed on blocks in Dry Dock for examination of Bottom, which was found in very good condition - The Plating rubbed & chafed on the Starboard Bow, also along the Port Bilge, but beyond the abrasion of Paint, in parts named, no apparent damage.

*The vessel now cleaned and coated with Paint -
 Two anchor stocks repaired -*

Present Condition of the	<i>Good</i>	<i>Greenails</i>	<i>Paint where seen good</i>	<i>Windlass and Capstan</i>	<i>Good</i>
Decks		<i>Breasthooks and Stems</i>		<i>Pumps</i>	
Waterways		<i>Transoms, Pointers, and Crutches</i>		<i>Boats</i>	
Comings		<i>Timbers of the Frame at the openings</i>		<i>Masts, Yards, &c.</i>	
Upper Deck Beams & Fastenings		<i>Ditto Ditto at other places</i>		<i>Condition, how ascertained</i>	<i>As seen</i>
Lower Deck Beams & Fastenings		<i>Keelsons</i>		<i>Sails</i>	<i>Good</i>
Planksheers		<i>Clamps and Stelfs</i>	<i>Stingers &c</i>	<i>Anchors No. of</i>	<i>Good</i>
Sheerstrakes		<i>Ceiling</i>		<i>Cables</i>	<i>Good</i>
Topsides	<i>Plating</i>	<i>Rudder</i>		<i>Hawsers and Warps</i>	<i>Good</i>
Wales		<i>Copper (or Y.M.)</i>	<i>Paint When put on</i>	<i>Standing & Running Rigging</i>	<i>Good</i>
Plank (Bottom) and Counter		<i>Caulking of</i>		<i>Cargo and Main Hatchways</i>	<i>Good</i>
Engine Room Skylights		<i>Bottom, Deck, & Waterways</i>	<i>Good</i>	<i>Hatches</i>	<i>Good</i>
Coal Bunker, Openings, Lids, &c.		<i>Scuppers</i>			

General Observations, Opinion as to Class, &c.
The vessel appears in good, and efficient condition eligible to remain as classed 100 & 1.

Not paid
 The Amount of Entry Fee ... £ ...
 Special ... £ ...
 Certificate (if required) to be sent as per margin... £ ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute
 Character assigned
 Tuesday, February, 3rd 1880.
100 & 1
TRW
 Surveyor (to Lloyd's Register of British and Foreign Shipping)
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[The Surveyors are requested not to write on or below the space for Committee's Minutes.]

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Saxon Monarch



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