

REPORT of SURVEY for REPAIRS, &c.

No. 26555

No. in Reg. Book.

Survey held at

Liverpool

Date, first Survey

Feb 26

Last Survey

May 20

1879

14 on the

Iron 134 "Oberon"

Master

P Harvey

YEAR.

MONTH.

TONNAGE under Tonnage Deck

1105

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

1101

Crew Space, as per Rule

Register Tonnage, cut on Beam

1100

Engine Room

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

Built at

P Glasgow

When built

1864 - 2

Owners

C J Bowring & Co

Port belonging to

Liverpool

Residence

Liverpool

By whom built

Reed

Destined Voyage

San Francisco via Cardiff

If Surveyed Afloat or in Dry Dock

Afloat in Clarence dry dock

Length of Poop

76 tons

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Classed

Years assigned

Character in Register Book

*A1 - 4.77

Last Survey, No. 18313

Port

Iron

REPAIRS, & EXAMINATION AS PER RULE

IS No. 3.

Now done through damage by grounding in Fleetwood harbour.

Two lengths of keel repaired and refitted; twenty six frames on Port side and three on Starboard side in the bottom and twenty seven floors and their reverse frames renewed.

Forty plates in flat of bottom and bilge on Port side and thirty nine on Starboard side, also all the Keelsons cut out, repaired, and refitted, and six plates in the bottom on Starboard side renewed.

Several of the lower deck beams and the stanchions both in hold & tween decks, also the fore and afters and Cornings of main hatch repaired and refitted.

A large number of the rivets in the tie & diagonal plates and beam ends in each tier of beams, and in the

PTO

Present Condition of the

Decks nearly all new

Waterways Good

Comings "

Upper Deck Beams & Fastenings "

Lower Deck Beams & Fastenings "

Planksheers

Sheerstrakes "

Topsides "

Wales "

Plates

Plank (Bottom) and Counter

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

General Observations, Opinion as to Class, &c.

Treenails

Rivets

Good

Breasthooks and Stanchions

"

Transoms, Punters, and Crutches

"

Timbers of the Frame at the openings

"

Ditto Ditto at other places

"

Keelsons

"

Clamps and Shelves

"

Ceiling

"

Rudder

"

Copper Can

When put on

now

Caulking of

Bottom, Deck, & Waterways

Good

Windlass and Capstan

Good & efficient

Pumps

refitted

"

Boats

"

Masts, Yards, &c.

"

Condition, how ascertained

Certified to

Sails

Good

Anchors No. of

Cables

Hawsers and Warps

Standing & Running Rigging

Complete

Cargo and Main Hatchways

Good

Hatches

Good

This vessel is now in good condition and in our opinion eligible to remain as Classed, and marked IS No. 3-79 - the full requirements of same having now been carried out.

Damage Survey &c

£144:14:0

The Amount of Entry Fee ... £ 3:0:0

received by me, J. F. L.

Special ... £ 8:8:0

3/7/1879

Certificate (if required) ... £ 5:0:0

(Travelling Expenses, if any, £

Committee's Minute Liverpool July 4th 1879

Character assigned *A1. Record dry dock. Date Com^d 179. 05 4th 3/79

J. C. Wheeler

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

L. S. 2079

Lloyd's Register

Foundation

IRON 485 - 0430

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

[4,000-28,075.]

23889. Iron.

plating from bilges to gunwale renewed - all between the aft side of main rigging to the foremast.

A good portion of the lower deck renewed and all the upper deck from breast of Poop to stem. The latter of 7 pine 4" thick fastened with galvanised iron nut and screw bolts.

The rails, bulwarks, and stanchions on Starboard side repaired and part renewed.

The whole of the Ceiling both in hold & tween decks removed; hull scraped, cleansed, and painted throughout; bottom recemented, Ceiling refitted new where required; windlass unhooked & linings removed; cables ranged out & examined; main topmast renewed of P pine; rigging refitted with all new back stays to fore & main masts; a good portion of the running gear renewed; decks Casement and house for Crew ke rebuilt.

It was not considered necessary to drill the plating.

E. L. Wheeler
J. Shilstone

99896

1211380



© 2019

Lloyd's Register
Foundation