

REPORT of SURVEY for REPAIRS, &c.

No. 1974

No. in Reg. Book.

Survey held at Southampton

Date, first Survey July 1. 79

Last Survey July 8

1879

on the Iron Screw Steamer "Lord Byron"

Master John Jones

TONNAGE under Tonnage Deck 689
Ditto of Spar Deck, or Avning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 758
Crew Space, as per Rule
Register Tonnage, out on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. 515

Built at Stockton When built 1865
Owners Salgrave Murphy of Port belonging to Dublin
Residence 17 Eden Quay Dublin
By whom built Richardson Destined Voyage Dublin
If Surveyed Afloat or in Dry Dock Afloat & in a Dry Dock.

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 22978 Port Port Iron S.S. Hpl. No. 75. Classed A 1

REPAIRS, OR EXAMINATION AS PER RULE for Damage

The damage was caused by colliding off Dungeness with a steamer supposed to be a Russian corvette.

The vessel placed upon blocks in a dry dock, with the greater portion of the cargo on board.

A new piece of stem fitted 22ft long, and connected to the lower part of original stem with a scarp 2ft long.

On the Starboard side, renewed six plates and on the Port side renewed four plates, being foremost plates, as follows viz in A strake (the strake above the sheerstrake) one plate 9'8" x 1'10" x 1/4" on the Starboard side, in B strake (the sheerstrake) one plate 13'1" x 2'6" x 1/2" on the Starboard side, in C strake one plate 9'3" x 2'7" x 1/4" on each side, in D strake, one plate 12'10 1/2" x 2'7" x 1/4"

Present Condition of the		Rigging		Windlass and Capstan	
Decks	Good	Treenails	Good	Good & Sufficient	
Waterways	"	Breasthooks and Stenson		Pumps 3 Hand & Engine 5"	"
Comings	"	Transoms, Pointers, and Crutches		Boats 4"	"
Upper Deck Beams & Fastenings	"	Timbers 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 One Suit & Spare	"
Sheerstrakes	Plating	Clamps and Shelves		Anchors No. of 3 B 15 2 K	"
Topsides	"	Ceiling		Cables 1 1/2" 3/4"	"
Wales	"	Rudder		Hawsers and Warps 6" 6" 6" 4 1/2" 3 1/2"	"
Plank (Bottom) and Counter	"	Copper (Ghent forward) When put on		Standing & Running Rigging	"
		Caulking of			
		Bottom, Deck, & Waterways	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. This vessel is, so far as was examined, in a good & efficient condition, and is in my opinion eligible to remain as classed viz GOOD.

The Amount of Repair Fee ... £ 2 : : received by me, Special Damage £ 5 : 5 : July 11. 1879 Certificate (if required) ... £ : : (Travelling Expenses, if any, £)

Committee's Minute 15th July, 1879. Character assigned A 1. Surveyor to Lloyd's Register of British and Foreign Shipping.



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

IRON 486-0064

on each side, in E stroke, one plate $8'8" \times 2'6" \times \frac{7}{16}$ on each side, and in F stroke one plate $3'0" \times 2'0" \times \frac{7}{16}$ on each side,

In H stroke, one plate on each side taken off, (to cut the scarp in stem), has been refitted.

The two ^{foremost} frames on the Starboard side, and the foremost frame on the Port side, as also the reversed frames to the foremost frame on each side have been repaired by means of suitable lengths of new angle irons, & the new butts of the same are properly strapped with bosom angle irons about 3 feet long.

The hawse pipe on the Starboard bow taken out, and new hawse chocks on the inside fitted of American Rock Blue, and the foremost length of the waterway under the forecastle renewed with Rail, viz $13'6" \times 12" \times 5"$.

The forecastle deck recoaled.

The vessel left this Port with the new iron work on the inside, not painted on account of a want of time to do so, but the Superintendent of the Company has given a verbal promise that the fore peak will be painted almost immediately.

J. P. Phillips

Not for damage:— The bottom cleaned & coated with Red Lead paint & a patent Composition paint.

J. P.