

# REPORT of SURVEY for REPAIRS, &c.

24293

No. in Reg. Book. **No. 112<sup>3</sup>** Survey held at **Melbourn** Date, first Survey **April 5** Last Survey **April 23 1879**  
 on the **S.S. Dawn** Master **Griffiths Jones**  
 TONNAGE under Tonnage Deck **504.4** Built at **Amidland** When built **1876**  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck **12.27** Owners **Portland & Belfast** Port belonging to **Portland**  
 Ditto of **After Hatch** **5.55** Residence **Portland**  
 Gross Tonnage **522.09** By whom built **Pile** Destined Voyage **Portland Bay**  
 Crew Space, as per Rule  
 Register Tonnage, out on Beam  
 Engine Room **193.44** If Surveyed Afloat or in Dry Dock **Dry Dock**  
 Reg. Tons as St<sup>d</sup> mer, out on Bm. **328.45**  
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **1.78** Character in Register Book. **100A1**  
 Last Survey, No. **42 2115** Port **Melbourn Iron** Classed **bad line 12 ft in Awning Deck**

REPAIRS, OR EXAMINATION AS PER RULE

This vessel was in collision with the S.S. Maddon in the River Tyne, & incurred the following damage, 4 plates torn in midships Port side, upper & lower Deck stringer boards, upper & lower Deck Plank then broken, stem Planks in the upper Deck, & four in the lower Deck broken, the frame broken, two upper Deck beams bent, the plate under bridge house buckled, as also a large quantity of stow destroyed, by being damaged in collision. The whole of the above has been well & efficiently repaired, the stow replaced with new & the vessel in every way made as trustworthy as before the accident. The engines were thoroughly examined & cleaned.

Present Condition of the

Decks <b>Good</b>	Tree-nails <b>Good</b>	Windlass and Capstan <b>Good</b>
Waterways <b>Good</b>	Breasthooks and Stenson <b>Good</b>	Pumps <b>2 &amp; 2 Bly Good</b>
Comings <b>Good</b>	Transoms, Pointers, and Crutches <b>Good</b>	Boats <b>Shew Good</b>
Upper Deck Beams & Fastenings <b>Good</b>	Timbers of the Frame at the openings <b>Good</b>	Masts, Yards, &c. <b>Good</b>
Lower Deck Beams & Fastenings <b>Good</b>	Ditto Ditto at other places <b>Good</b>	Condition, how ascertained <b>By inspection</b>
Plating & Plank sheers <b>Good</b>	Keelsons <b>Good</b>	Sails <b>Two sets the two</b>
Sheerstrakes <b>Good</b>	Clamps and Shelves <b>Good</b>	Anchor No. of <b>3 &amp; 1 &amp; 2 &amp; 4</b>
Upsides <b>Good</b>	Ceiling <b>Good</b>	Cables <b>110 lbs own Good</b>
Wales <b>Good</b>	Rudder <b>Good</b>	Hawsers and Warps <b>1. 9. 2. 5. 1. 4. 8.</b>
Plating (Bottom) and Counter <b>Good</b>	Copper <b>Paint</b> When put on <b>the 10 Dec.</b>	Standing & Running Rigging <b>Good</b>
Engine Room Skylights <b>Good</b>	Caulking of <b>Bottom, Deck, &amp; Waterways</b> <b>Upward turn</b>	Cargo and Main Hatchways <b>Good</b>
Coal Bunker, Openings, Lids, &c. <b>Good</b>	Scuppers <b>Good</b>	Hatches <b>Good</b>

General Observations, Opinion as to Class, &c.

The Ship is now in excellent order, she has been well charred inside, & out, has had two coats of paint all over, as also a coat of anti fouling composition on the bottom, nearly all new running gear. New iron plates, & a new set of Ropes & all sails, & is in every way well fitted for being continued as classed.

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me, **James Macdonald**  
 Special ... £ 17 : 17 : 0  
 Certificate (if required) ... £ 19 : 7 : 0  
 (Travelling Expenses, if any, £ )  
 Committee's Minute **8th August, 1879**  
 Character assigned **100A1**  
**Lloyd's Register**  
**229/1879**  
**Lloyd's Register**  
**4.79**  
**TRN**

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

IRON 487-0045





Classing Form used

25<sup>th</sup> May 1880

James Redline

with date

TRW 4.80

Letter to Melbourne

12/6/80



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