

24572
for

(Received at London Office, 27/8/28)

Date, first Survey 9th Jan'y. Last Survey 11th Sept^r 1879

Master Lewis

Built at *Liverpool* When built *1860* *9*

Built at Liverpool When built 1860

Built at Swansea When built 1871
Owners Hughes H^o Port belonging to Liverpool

Owners Hughes H^o Port belonging to Liverpool

Residence *Mencai Bridge*


Residence *Mencai Bridge*
By whom built *Yung* Destined Voyage *Business*

By whom built Vernon Destined Voyage Rangoon

By whom built Vernon Destined Voyage Manzoon
If Surveyed Afloat or in Dry Dock Queen's Dry Dock

If Surveyed Afloat or in Dry Dock Queen Dry dock

If Surveyed Afloat or in Dry Dock		Afloat		In Dry Dock		Years assigned		Character in Register Book	
recastle	—	ft.	Ditto.	Raised Quarter Deck	—	ft.	Years assigned	Character in Register Book	

Length of Poop 40 ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck — ft. Years assigned. Character in Register Book 

Last Survey, No. <i>20112</i>	Port <i>Braz</i>	Classed	<i>*1A1</i> <i>12-77</i>
-------------------------------	------------------	---------	-----------------------------

REPAIRS, OR EXAMINATION AS PER RULE *Damage Repair* *SH 3-73* *S.P. Op. No 1-73*
Cause of Repairs to be clearly stated.

This vessel came into this port in January last with only the
 frozen lower mast standing - the rigging to the masts having
 been cut to allow the masts to go by the board in order to save
 the vessel from going ashore. In their fall the deck & deck
 beams in way of the masts also the bulwark & rails - principally
 on the port side, were much damaged.

These bulwarks and rails. Also life rails hatches and deck fittings have now been either renewed or repaired. In way of the fore & main mast two deck beams and two half beams have been taken out straightened and refitted. The mast plates & carlings also the partners & angle iron collar have been renewed. In order to effect these repairs a considerable portion - about $\frac{1}{3}$ - of the deck inclusive of that damaged has been lifted and renewed of Y. Pine

Present Condition of the		Treenails		Windlass and Capstan	
Decks	See Mem	Breasthooks and Stems	See Mem	Pumps	See Mem
Waterways	"	Transoms, Pointers, and Crutches	"	Boats	"
Comings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	all new except mizzen lower mast
Upper Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	inspection
Lower Deck Beams & Fastenings	"	Keelsons	"	Sails	new
Planksheers	"	Clamps and Shelves	"	Anchors	No. of 3 13 15 21
Sheerstrakes	"	Ceiling	"	Cables	pl. new ranged
Topsides	"	Rudder	"	Hawsers and Warps	pl. new
Wales	"	Copper (on rudder)	Cement When put on 60 pl. 73	Standing & Running Rigging	new
Plank (Bottom) and Counter	"	Caulking of	"	Cargo and Main Hatchways	new
Engine Room Skylights	—	Bottom, Deck, & Waterways	See Mem	Hatches	new
Coal Bunker, Openings, Lids, &c.	—	Scuppers	See Mem		

General Observations, Opinion as to Class, &c. _____

The above mentioned repairs having been satisfactorily done and the vessel being in good condition, is eligible, in ~~our~~ opinion, to remain in closed

The Amount of Entry Fee £ 3 : 0 : 0 received by me, *J. F. L.*
Special £ 3 : 3 : 0 *24/9/1879* *Geo. T. Cooper*
Surgeon to Lloyd's Register of British and Foreign Ships

Certificate (if required) } £ : :
 to be sent as per margin... }
 (Travelling Expenses, if any, £)
 Committee's Minute *Liverpool Sep^r 26th - 1879.*
 Character assigned ** A1. Record & r/79* *W. W. W.*

[4,000-2500] The Surneors are requested not to write on or below the space for Committee's Minute.)

TRENKLE-0453

24572. Fran.

The owner intend to renew the entire deck on return from this voyage.
 New iron masts and yards have been supplied as follows by:
 Fore mast - Length 74' 9" dia 28" Plates $\frac{5}{16}$ to $\frac{5}{16}$ from angles $3\frac{1}{2} \times 3 \times \frac{5}{16}$ two plates in
 the round - Butts double and treble.
 Main Mast " 76' 9" dia 28" do do do do
 Fore & Main lower } " 70' dia 14" Plates $\frac{5}{16}$ to $\frac{5}{16}$ - three angles $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ - double
 Yards in centre

Fore & main lower } 63' 2" dia 14 1/2 " 46' 5 3/4 two angles $2\frac{1}{2} \times 2 \times \frac{5}{16}$ - double
 topsail yards } in centre
 Other spans of Pitch Pine.

The whole of the standing rigging and running gear throughout
 the vessel has now been renewed. Fore & main lower rigging &
 stays of galvanised iron wire 4 1/2 in.

New hawsers now supplied 100 fathoms each of 11" 9 1/2 x 6 1/2
 In riding out the gale two brass anchors & 120 fathoms of chain
 cable were shipped and to replace these the following have
 now been supplied viz.

No 4892 - 60 fms.	1 3/4" Chain Cable	Test 55-2-2	Netterton P.H.	D. G. Lewis Capt.	25 July 1879
1527 - 30 1/2 "	do do	B.S. 77-2-2			
		" 55-1/8	Chester P.H.	Anders S. Jack.	20 Jan. 1876
1663 - 30 1/2 "	do do	" 77 1/8			
		do do	do do	do do	12 Aug. 1876
One Brass Anchor	No 4929 - 30-1-26	Test 29-0-0	Chester P.H.	16 Aug 1876	
do	No 8280 30-0-21	" 28-16-1	A.S. Jackson		
			Netterton P.H.	26 July 1879	
			D. G. Lewis Capt.		

The vessel has now been placed in painting dock and cleaned
 and varnished both inside & out.

Geo. T. Cooper

E. H. Mearns



© 2019

Lloyd's Register
 Foundation