

REPORT of SURVEY for REPAIRS, &c.

in Book. **No. 124** Survey held at *Amsterdam* Date, first Survey *March 14* Last Survey *17 July* 18*79*
 on the *S.S. Venice* Master *Rhodes*
 Tonnage under Tonnage Deck *1898* Built at *Newcastle* When built *1874* MONTH *May*
 of Spar Deck, or Awning Deck
 of Poop
 of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1963* Owners *Wesley Doulton & Co* Port belonging to *London*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *1241* Residence *Newcastle-on-Tyne*
 By whom built *Hitchin* Destined Voyage *Calcutta*
 If Surveyed Afloat or in Dry Dock

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 Last Survey, No. *15889* Port *Iron* Classed *100 A 1*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. 1* *4.77*

This vessel has been submitted to Special Survey No. 1 in dry dock and afloat. I have made a careful examination of the hull at various times and have to report the outside plating, keel, stem & sternpost scraped clean & in good order, being free from corrosion, and all rivetting secure. The midship and its hangings have been refitted at date & are in good order. Inside, I found the floors charred, and coal bunkers partially charred, the timbers & ceiling equal to two strikes in fore & aft compartments, and platform deck over water ballast tank in after compartment removed, a portion of the stow hole plates & flooring in Engine room lifted, the main hold doors in double bottom taken off, and the tanks dried out. In after ballast tank the two wing girders in each side were started from their hoisting down fastenings, and a number of the R.S.V.

Condition of the

Good	Treenails	Rivets secure	Good	Windlass and Capstan	Good
do	Breasthooks and Stems	do	do	Pumps	do
do	Transoms, Pointers, and Crutches	do	do	Boats	do
do	Timbers of the Frame at the openings	do	do	Masts, Yards, &c.	do
do	Ditto Ditto at other places	do	do	Condition, how ascertained by personal observation	do
do	Keelsons	do	do	Sails	Units complete good
do	Clamps and Shelves	do	do	Anchors	No. of 30. 1 S. 20. good
do	Ceiling	do	do	Cables	270 fms. 1 1/4 16 good
do	Rudder	do	do	Hawsers and Warps	4 good
do	Copper	Permit When put on at date	do	Standing & Running Rigging	good
do	Caulking of	do	do		
do	Bottom, Deck, & Waterways	good	do		

Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good

Observations, Opinion as to Class, &c. This vessel is now in good & efficient state of repair, fit for the conveyance of dry & perishable goods to & from ports of the world, and in my opinion merits the favorable consideration of the Committee, to be continued in her present A 1 Character as classed, subject to the water ballast tank & Engines & Boilers being cleaned & examined.

of Entry Fee ... £3 16/0 received by me, *1897*
 Special ... £ : 80- July 1879
 Certificate (if required) ... £ 5/11/34
 Fees, if any, £

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 1879
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 12/9/79

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rivets were gone or slack, the inside of the tanks was thickly coated with rust & deposit, a portion of the bottom plating in four spaces of frames from Engine room bulkhead was bare of cement, but not eroded, the outside of the tank was pitted with rust in places.

The ballast tank under Engines & boilers inside was covered with a heavy scale of rust throughout, outside under boilers the top of the tank was in same condition the cement in bottom plating inside the tank, & in two compartments proved in good order & adhering firmly to the iron.

All the defective rivets in girders in after tank have been driven out and removed, and the whole of the tank inside scaled & scraped clean & well coated with cement, the bare places in bottom plating carefully cemented.

✓ The ballast tank in Engine & boiler compartment should be scaled & scraped clean on the first opportunity both inside & inside & well coated with cement.

All the inner surface of the plating, frames, bulkheads, stringers &c, above turn of bilge in Engine Room, holds, & coal bunkers, have been recently scraped clean & coated with paint and the hull outside painted from keel to sheerstrake.

The Anchors & chains have been inspected & found to be of the lengths & sizes required by the Rules.

The After water ballast tank in after compartment has been tested to a head of water to the Sub load line & found perfectly tight.

✓ The Machinery & boilers have been surveyed at date by competent Engineer Surveyor, and reported as being in good order & safe working condition, as per Engineer's Report hereto appended.

L. J. M. M. M.



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