

REPORT of SURVEY for REPAIRS, &c.

No. 4694 : Survey held at Cardiff Date, first Survey 29th Oct. Last Survey 21st Nov. 1879
 Reg. Book. 1110 on the "Filsie Ker" Master Smith

Official Number 1302
 Tonnage under Tonnage Deck 1302
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 1389
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. 910
 Built at Sunderland When built 1878 YEAR. MONTH. 6
 Owners Smith, Welch & Co Port belonging to London
 Residence London
 By whom built Laird Destined Voyage Malta
 If Surveyed Afloat or in Dry Dock Attili & Co. But Dry Dock
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 23268 Port Iron Classified 1110 A 1

REPAIRS, OR EXAMINATION AS PER RULE (Damage) (Special Report)

In consequence of collision with the S.S. "North Devon" & grounding in the River Lime, on the 13th October 1879. while on a voyage from New York to Rouen.

Now done, Placed on blocks in Dry Dock. One plate in Garboard Strake, Two Plates in 1st Strake; Two Plates in 2nd Strake, & one plate in 3rd Strake above Garboard, removed; of these, Four have been renewed, & Two refitted; Six Floor Plates cut out, Two of them heated, and refitted the remaining Four, repaired, (by welding a new end to each) and refitted, The Angle Iron Frames heated & set to form, and the Bottom framed in this locality. Two Frames repaired by Bottom pieces, Two lengths of Tank Keelson Plates removed, and renewed, and the Angle Irons on the same, repaired, and refitted; One upper Deck Sheer Plate removed, and Two others heated and re-riveted; Bull Strap repaired; Two Plates in

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	Good	Nuts & Bolts	Good	Pumps	Good
Waterways	"	Breasthooks and Stems	"	Boats	"
Comings	"	Transoms, Pointers, and Crutches	"	Masts, Yards, &c.	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Condition, how ascertained	by Dock & Eng.
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Sails	as far as seen
Plank sheers	"	Keelsons	"	Anchors No. of	Good
Sheerstrakes	"	Clamps and Shelves	Stringers &c	Cables	Good
Topsides	Plating	Ceiling	"	Hawsers and Warps	and
Wales	"	Rudder	"	Standing & Running Rigging	Eff.
Plank (Bottom) and Counter	"	Copper	Paint When put on		
Engine Room Skylights	Good	Caulking of	Good		
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good		
General Observations, Opinion as to Class, &c.		Scuppers	Good		
		Cargo and Main Hatchways	Good		
		Hatches	Good		

Repairs having been executed, as here reported, and the vessel placed in good & efficient condition; she is eligible in my opinion to remain as classed 1110 A 1.

Special Damage £ 5. 5. 0
 The Amount of Entry Fee ... £ 3. 0. 0 received by me, A. J. S.
 Special ... £ 3. 3. 0
 Certificate (if required) ... £ 3. 3. 0
 (Travelling Expenses, if any, £)
 Total £ 14. 16. 0

Committee's Minute 25th November, 1879.

Character assigned 100 A
JBW 20/11/79

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



IRON 489-0020

2nd Strake: Three Plates in 3rd Strake, and Two Plates in 4th Strake below their Strake; taken off, refurnaced & refitted, or repaired in place, and riveted. One length of Upper Deck Stringer Plate removed, and renewed; also one length of Angle Iron, on Ditto, other lengths repaired and riveted. Three lower Deck Beams repaired at Bracket Ends by riveting Doubling Plates thereon. Five Bulwark Plates removed, and renewed, and Iron Standard Stanchions repaired, and refitted. (All the above Damage abreast of the After Hatch way, on the Port Side.) Main Rail renewed with Lead, and Angle Irons on the same, repaired from the Main Rigging to Round of Stern on the Port Side; Eighteen lengths of Quarter Deck Plank renewed with Yellow Pine, and Two lengths of Boundary Plank with Lead. The Weather Decks Caulked, all fore and aft; one length of Upper Deck Stringer Plate on the Starboard Side, heated & straightened in place, Two Shell plates on Starboard Bow, at upper edge of Tank removed; one renewed, the other refitted; and some dugs on Frames riveted to Tank Top. The Iron Bulkhead, at fore part of Cabin, First Decks, repaired, and strengthened; one new Plate fitted, and the top & bottom Angle Irons repaired, and refastened, the First Deck Stanchion repaired & reset. The Wood Bulkheads, Deck & Beam Timbers, Casings, Mouldings, and other fittings in Cabins &c, &c; where damaged or removed for repairs, replaced or renewed, Companion lifted, & refitted, Skylight repaired, Iron Bollards rebolted, and other Deck Fittings made good. Iron Pump in after hold, and Air Pipe in Summit repaired, and refitted. The Rubber rubbing, Braces, Pintles, bushed & readjusted, and Steering Gear refitted; Dead lights in Cabin & Fore castle renewed or repaired as required. Stolds cleared, some ceiling lifted for examination of Groment; Platforms partly removed, Tanks recemented where required, and tested by head of Water to tight line. Some Rivets in the after part of Reel, and in Stern Frame renewed. The Butts of Bottom Plating restopped where required, and the vessel well cleaned & coated with Paint externally.

Now supplied -

One 11 1/2 inch Air Line, one 9 1/2 inch, one 8 1/2 inch, and one 5 1/2 in Hawser -

Henry T. Syrell



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