

REPORT of SURVEY for REPAIRS, &c.

No. in  
Reg. Book. *No. 132* Survey held at *Springing* Date, first Survey *8 Sept* Last Survey *16<sup>th</sup> Oct* 18*79*

1409 on the Sew Dr Athol (Iron) Master Thomas

TONNAGE under Tonnage Deck		YEAR.	MONTH.
Ditto of Spar Deck, or Awning Deck	1392	1874	10
Built at	Gloucester		

Ditto of Spar Deck, or Awning Deck	Built at Glasgow	When built	1870	Name
Ditto of Poop				

Ditto of Raised Qr. Dk. Owners *Shaw & Co* Port belonging to *Smith*

Ditto of Forecastle *1 1*

Gross Tonnage	1436	Residence	Ruth
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Crew Space, as per Rule  
Register Tonnage, out on Beam  
By whom built Stephen  
Destined Voyage China Coast

Engine Room *10* If Surmised Afloat or in Dry Dock *10*

Reg. Tons as Shown, cut on Bm.	923	27 Sawed off at 1 in Dry Dock	Dry dock 4 feet
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Length of Po. \_\_\_\_\_ ft. Ditto, Forecastle \_\_\_\_\_ ft. Ditto, Raised Quarter Deck \_\_\_\_\_ ft. Years assigned. \_\_\_\_\_ Character in Register Book. \_\_\_\_\_

Last Survey, No. 19548 Port Irava Classed 95A1

REPAIRS, OR EXAMINATION AS PER RULE S.S.H.2 S.S. No. 1-75

This vessel has been submitted to Special Survey No. 2 in dry dock and afloat.

I have carefully examined the hull at various times after the vessel was prepared for survey, and have to report the outside plating, Keel, stem & sternpost having been scraped clean the same being all in good order free from corrosion and all rivets secure, the rudder & its hangings have been refitted at date & are now in good order. Inside I found the holds and coal bunkers entirely cleared, the binder bonds and ceiling equal to those strakes removed in either side in June and after holds & coal bunkers, The stove hole plates & flooring in Engine Room lifted. I found the inner surface of the plating frames, Kutsms, stringers, beams, & bulkheads have been recently scraped clean and well coated with paint;

Present Condition of the		Rigging		Deck		
Decks	Good	Treenails	Secure	Good	Windlass and Capstan	Good
Waterways	do	Breasthooks and Stemson		do	Pumps	Good
Comings	do	Transoms, Pointers, and Crutches		do	Boats	do
Upper Deck	Fastenings	Timbers of the Frame at the openings		do	Masts, Yards, &c.	do
Lower Deck	& Fastenings	Ditto Ditto at other places		do	Condition, how ascertained	by personal inspection
Planksheers	do	Keelsons		do	Sails	2 miles Complete
Sheerstrakes	do	Clamps and Shelves		do	anchors	No. of 300 lbs. 1 Xedge
Top sides	do	Ceiling		do	Cables	255 fms 1 1/2 1/6
Wales	do	Rudder		do	Hawsers and Warps	24 coils 2
Plating	do	Copper	Paint	When put on	Standing & Running Rigging	Good
Plank (Bottom) and Counter	do	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 now in good & efficient state of*

repair, fit for the conveyance of dry & perishable cargoes to & from  
all parts of the world, and in my opinion merits the favorable  
consideration of the Committee, to be continued in her present  
95 A 1 Character as clasp'd, and marked in the Register Book  
S S N<sup>o</sup> 2. 1849.

The Amount of Entry Fee ... .. £3 0s. 16s. 3d received by me, 1882

Special ... ..£ : *but - Oct 1879*

Certificate (if required) ... .. £ 57 : 5:43

(Travelling Expenses, if any, £ .....

Comm. 's Minute

28th November, 1879.

*Character assigned*

95A

S. No 2-79

*Surveyor to Lloyd's Register of British and Foreign Shipping.*

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and are all in good order with the exception of the Coal bunkers fore & aft Bulkheads which were corroded entirely through & quite worn in. The floors (where exposed) have also been scraped clean, and coated with liquid cement at date.

Upon testing & examining the cement in various parts of the vessel bottom it proves hard and sound, and adhering satisfactorily & firmly to the iron. The Coal bunker bulkheads & strengthening angle bars have been almost entirely renewed and are now in good order.

The hull has been painted outside from sheer strake to keel, and the hold scraped & painted from sheer ceiling to hold beam stringers. The Coal bunkers have been scraped & well painted. New work included, & the Engine room also painted.

The upper deck has been bowed in various parts & I find its general thickness to be  $2\frac{3}{4}$ .

The Patent windlass has been cleaned & refitted.

The Chain cables were ranged in deck for survey, and with the Anchors found in good order & of the proper sizes & weights, but fifteen fathoms of cable short of the lengths required by the rules.

I have also examined the boats, they are in good order & well found, and also the vessel's general equipment which is ample & in good condition.

The Machinery & boilers have been surveyed at date by an Engineer Surveyor and a new propeller shaft fitted, and are now reported as being in good order & safe working condition as per Engineer's Survey report hereto appended.

Amice.

25082 Jm



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