

REPORT of SURVEY for REPAIRS, &c.

No. *4748* (Received at London Office, *25581*)
 No. in Survey held at *Penarth* Date, first Survey *18 Dec 79* Last Survey *6th Jan 1880*
 Reg. Book *236* on the *S. S. Petar* Master *Sharpe*

Official Number *493*
 Tonnage under Tonnage Deck *694*
 Ditto of Spar Deck, or Awnings Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *593*
 Built at *Sunderland* When built *1869*
 Owners *Comptons & Co Ltd* Port belonging to *Lond*
 Residence *Lond*
 By whom built *Loring* Destined Voyage *Spain*
 Surveyed Afloat or in Dry Dock *and on Patent Slip*
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Years assigned *95 A1*
 Character in Register Book *PS 2. 178*

Last Survey, No. *233414* Port *Penarth*
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Now done, on account of defects. Wasting to some extent, having taken place on the inner surface of some of the shell plating; and caused (as supposed, by the action of portions of the bars, (Copper ore), having found their way, under or through the cement; which was in several broken in places -
Placed on blocks. The cement broken out in the Fore Hold from forward to the Deep Tank, at after part of the Main Hatchway, and extending from Bilge Keelson, to Bilge Keelson, on each side. The inner surfaces of plating in this compartment, all cleaned & examined; one plate in the Garboard Strake, one plate in 2nd Strake, and two plates in the 3rd Strake, also three Butt Straps, on the Starboard side, removed, and renewed. One plate in Garboard Strake, one plate in 2nd Strake, and one plate in 3rd Strake, also two Butt Straps, removed & renewed on the Port side.

Present Condition of the	<i>Good</i>	<i>Teacocks</i>	<i>Pivots where seen</i>	<i>Good</i>	<i>Windlass and Capstan</i>	<i>Good</i>
Decks	<i>"</i>	<i>Breasthooks and Stems</i>	<i>"</i>	<i>"</i>	<i>Pumps</i>	<i>"</i>
Waterways	<i>"</i>	<i>Transoms, Pointers, and Crutches</i>	<i>"</i>	<i>"</i>	<i>Boats</i>	<i>"</i>
Comings	<i>"</i>	<i>Timbers of the Frame at the openings</i>	<i>"</i>	<i>"</i>	<i>Masts, Yards, &c.</i>	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	<i>Ditto Ditto at other places</i>	<i>"</i>	<i>"</i>	<i>Condition, how ascertained</i>	<i>as seen</i>
Lower Deck Beams & Fastenings	<i>"</i>	<i>Keelsons</i>	<i>"</i>	<i>"</i>	<i>Sails</i>	<i>as seen</i>
Planksheers	<i>"</i>	<i>Clamps and Shells</i>	<i>Stringers &c</i>	<i>"</i>	<i>Anchors No. of</i>	<i>as seen</i>
Sheerstrakes	<i>"</i>	<i>Ceiling</i>	<i>"</i>	<i>"</i>	<i>Cables part seen</i>	<i>Good</i>
Topsides	<i>Plating</i>	<i>Rudder</i>	<i>"</i>	<i>"</i>	<i>Hawsers and Warps</i>	<i>and</i>
Wales	<i>"</i>	<i>Copper (or Y.M.)</i>	<i>Paint</i>	<i>When put on</i>	<i>Standing & Running Rigging</i>	<i>Good</i>
Plank (Bottom) and Counter	<i>"</i>	<i>Caulking of</i>	<i>Good</i>	<i>Good</i>	<i>Hatches</i>	<i>Good</i>
Engine Room Skylights	<i>to</i>	<i>Bottom, Deck, & Waterways</i>	<i>Good</i>	<i>Good</i>	<i>Cargo and Main Hatchways</i>	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>to</i>	<i>Scuppers</i>	<i>Good</i>	<i>Good</i>	<i>Hatches</i>	<i>Good</i>

General Observations, Opinion as to Class, &c.
The vessel now appears in good and efficient condition eligible to remain as classed 95 A1.

The Amount of Entry Fee *Reps* £ *2* : : received by me, *APR*
 Special £ *3* : : *72 1880*
 Certificate (if required) £ : :
 to be sent as per margin... £ : :
 (Travelling Expenses, if any, £ : :)
 Committee's Minute *Tuesday, February, 10th 1880.*
 Character assigned *95 A1*
JBW

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

[4,000-11/10/79.]



(Plan)

25580. Jan.

A few Rivets, in this locality also cut out of frames, & Landing edges, & Renewed, Cement cut out in various places in Tanks & After Body for examination of the Plating, which appeared in good condition, where exposed. About 30 Rivets cut out, and Renewed, and one Butt Strap Riveted. The Cement Renewed in Fore Body (from after part of the Main Hatch way forward), and repaired in other parts where req^d. The inner surface of plating scaled, cleaned, & coated with paint, above the Bilge on each side, fore and aft, Ceiling relaid, or Renewed where required; and the vessel externally well cleaned and coated with Paint, and Black Lead.

Henry J. Gyrrell



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