

# REPORT of SURVEY for REPAIRS, &c.

25813

26874  
 Survey held at Birkenhead Date, first Survey Nov 3<sup>rd</sup> Last Survey Jan 7<sup>th</sup> 1880  
 on the Iron S.S. "Thessaly" Master Harbord  
 Tonnage under Tonnage Deck 1024  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 1925  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St'mer, cut on Bm. 1244  
 Built at Birkenhead When built 1877  
 Owners D MacIver Port belonging to Liverpool  
 Residence Liverpool  
 By whom built Laird Bros Destined Voyage India  
 If Surveyed Afloat or in Dry Dock Afloat in herst Laird's dry dock  
 (State Name of Dock)

Length of Poop — ft. Ditto, Forecastle 41 ft. Ditto, Raised Quarter Deck — ft.  
 Last Survey, No. 19374 Port Liverpool Classed 100A1 0477  
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.  
Through grounding and sinking in the Red Sea  
Now done - The whole of the Ceiling removed and also a good portion of the Cement in bottom; the keel for a length of about 100 feet amidships straightened by the removal of the garboard plates in way of same; one floor plate renewed, and two others (fractured ones) made good by fitting a double strap over the fractured part, and sixteen frames (also fractured) made good by fitting a long joint piece of angle iron same size as the frame over the fractured parts - all in main hold. Five plates in garboard strake and eleven plates in flat of bottom renewed and five plates in garboard strake and thirteen plates in flat of bottom taken off, repaired, and refitted on Port side, and thirteen plates in flat of bottom renewed and nine in taken off, straightened, and refitted on Starboard side. A large number of rivets renewed in flat of bottom plating, Keelsons & floors on each side.

Present Condition of the Decks <u>Good - Caulked when repaired</u>	Rivets <u>Good</u>	Windlass and Capstan <u>Good &amp; efficient</u>
Waterways <u>"</u>	Breasthooks and Stomson <u>"</u>	Pumps <u>"</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches <u>"</u>	Boats <u>"</u>
Upper Deck Beams & Fastenings <u>Good</u>	Timbers of the Frame at the openings <u>"</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>"</u>	Ditto Ditto at other places <u>"</u>	Condition, how ascertained <u>Seen from deck</u>
Planksheers <u>—</u>	Keelsons <u>"</u>	Sails <u>Good &amp; sufficient</u>
Sheerstrakes <u>"</u>	Clamps and Shelves <u>—</u>	Anchors No. of <u>"</u>
Topsides <u>"</u>	Ceiling <u>refitted</u>	Cables <u>2anged out</u>
Wales <u>"</u>	Rudder <u>repaired</u>	Hawes and Warps <u>"</u>
Plates <u>"</u>	Copper (or Lead) <u>Cen</u> When put on <u>77 1/2 part now</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter <u>"</u>	Caulking of Bottom, Deck, & Waterways <u>Good</u>	
Engine Room Skylights <u>Good</u>	Coal Bunker, Openings, Lids, &c. <u>Good</u>	Scuppers <u>Good</u>
General Observations, Opinion as to Class, &c.	Cargo and Main Hatchways <u>Good</u>	Hatches <u>Good</u>

This Vessel is now in good condition and in my opinion eligible to remain as Classed.

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, J.F.L.  
 Special ... £ 3 : 3 : 0  
 Certificate (if required) to be sent as per margin... £ : 5 : 0  
 Travelling Expenses, if any, £  
 Committee's Minute Liverpool Feb 20-1880  
 Character assigned 100A1. Record & p<sup>t</sup> Cen 1/80 Lloyd's & c in Red Jan 1/80.  
Damage per £15.15.0 keel 19/80 J.F.L.  
 Surveyor to Lloyd's Register of British and Foreign Shipping  
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25813 Iron

and the bottom caulked from bilge to bilge. Two butts in the  
strake and three butts in deck plating on each side Amidships re-  
riveted; the lower part of the Coal bunker bulkhead repaired  
and part renewed; several hold beam stanchions repaired and  
refitted; the intercostal plate and angle irons fitted to the under  
side of the iron deck at the Centre Line and near the main hatch  
renewed; several of the angle iron scarfing pieces fitted across the  
Keel at lower part of floors & heel of frames renewed; rudders repaired  
and refitted; windlows repaired and refitted; one pair of mooring bits  
and side pipe, warping chocks on forecastle and taffrail renewed;  
steering gear, brats & iron rails and stanchions round forecastle  
and deck house repaired; Cables ranged out and examined;  
rigging set up and made good; fore gaff & main boom renewed & repaired;  
undry repairs to deck house, and the hull thoroughly cleaned  
down and coated with three good coats of paint. The Saloon, Cabins,  
store rooms &c also cleansed out and fitted up as originally.

J. C. Wheeler



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