

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 143** Survey held at **Smithing** Date, first Survey **17 Jan'y** Last Survey **19 January 1880**
950 on the **S. S. Grenmuir** Master **Ellis**
 TONNAGE under Tonnage Deck **1788** Built at **Sunderland** When built **1878** **April**
 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 **1940** Owners **J. Guthrie & 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. **1247** Residence **34 Newmarket St. London E.C.**
 By whom built **Boxford** Destined Voyage **Australia**
 If Surveyed Afloat or in Dry Dock **afloat & in dry dock**

Length of Poop **32** ft. Ditto, Forecastle **33** ft. Ditto, Raised Quarter Deck **ft.** Years assigned. **100 A 1**
 Last Survey, No. **24602** Port **Iron** Character in Register Book. **1.78**
 REPAIRS, OR EXAMINATION AS PER RULE **Repairs.**

This vessel on her late voyage from Sydney via ports of Call
 laden with a cargo of coal, stranded at low water on 8th Dec. at 10.45 PM
 on 11th December. Ran out stream anchor & 250 fathoms of warp,
 & hove ship off at high water, at 10 AM on 12th, & proceeded on voyage.
 The vessel arrived here on 9th January, having made no water.
 On examination in dry dock on Starboard side found two plates
 badly bulged & rivets started in this strake just before No. 2 water tight
 bulkhead in fore hold. On Port side a garboard plate under boiler
 dented, & a number of the butts along flat of bottom warping.
 The vessel's bottom plating to upper turn of the bilge quite bare of
 paint, from grinding over the coral.
 Inside. After the ceiling was removed, found the amount dis-
 turbed in make of the damaged plates, in clearing away the

Present Condition of the	Good	Rivets	Good	Windlass and Capstan	Good
Decks	do	Treenails	do	Pumps	do
Waterways	do	Breasthooks and Stenson	do	Boats	do
Comings	do	Transoms, Pointers, and Crutches	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Condition, how ascertained by present observation	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Sails 2 brits sails	do
Planksheers	do	Keelsons	do	Anchors No. of 30 B 1 S 1 Kedge	do
Sheerstrakes	do	Clamps and Shelves	do	Cables 2 70 fms 1 1/4 1/6	do
Topsides	do	Ceiling	do	Hawsers and Warps 2 warps 2	do
Wales	do	Rudder	do	Standing & Running Rigging	do
Plating	do	Copper Paint When put on abate	do		
Plank (Bottom) and Counter	do	Caulking of	do		
		Bottom, Deck, & Waterways	Good		
Engine Room Skylights	Good				
Coal Bunker, Openings, Lids, &c.	Good				
General Observations, Opinion as to Class, &c.					

This vessel is now in good order through-
 out & well worthy of being continued in her present 100 A 1
 character as classed being fit to carry dry & perishable cargoes
 to & from all parts of the world.

The Amount of Entry Fee ... £ 3 0 15 21 received by me, **Jan 1880** £ 79 21
 Special ... £ : 0 0
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned
 Tuesday, March, 9th 1880.
100 A 1
TBW
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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 IRON 491-0294

26110 In

Same, found the floors & frames were unrequied.

Repairs Two bulged plates taken out & straightened & re-placed, all slack rivets driven out & renewed & weeping bolts caulked, Amunt made good inside in the hold & under boiler, & wiring replaced, bottom plating was coated with paint & decks caulked.

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