

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

18/11/80)

4377

Survey held at

Whitby

Date, first Survey

4th March

Last Survey

12th April

1880

Book.

on the

S.S. "King Arthur"

Master

Hunter

TONNAGE under Tonnage Deck

636

Ditto of Spar Deck, or Awning Deck

1007

Ditto of Poop

0110

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.

Built at

Whitby

When built

1874 - 12

Owners

J. Turnbull & Son & Co.

Port belonging to

Whitby

Residence

Whitby

By whom built

Turnbull

Destined Voyage

Mediterranean

If Surveyed Afloat or in Dry Dock

In Dry Dock & Afloat

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

23670

Port

Iron

Classed

90 A1

REPAIRS, OR EXAMINATION AS PER RULE

Survey No. 3 for iron ships

S.S. Hull No 1-79

5/19

Cause of Repairs to be clearly stated.

Stranding.

The two foremost lengths of keel taken out & replaced with new. 8 floor plates & 7 shock new, 13 frames new in fore tank & 4 shock do. all fore part, 11 reverse frames new on top edge of floor, two lengths of keelson angle iron new, 4 plates at side of tank new & 8 plates of tank top new, part new angles to tank webs. After hold, 8 frames new inside tank, one half floor new & one reverse frame, 4 angles to tank webs new. Tank top plating replaced with part new. Engine room one frame new at lower part, 5 shell plates heated at bilges & set fair with 25 bent frames in flat of bottom & 10 do. in after hold, 14 bent tank side plates heated & set fair. S. side 22 garboard plates & 52 shell plates renewed in flat of bottom, P. side 8 garboard plates & 19 shell plates renewed in flat of bottom. Bottom plating caulked from keel to upper part of bilges. Deck caulked, cement relaid. And part new ceiling, vessel scraped clean inside & rub & coated with paint & black varnish. Beam pillars repaired & refitted.

P. S. C.

Present Condition of the

Decks Good

Waterways (Gutter) Good

Comings Good

Upper Deck Beams & Fastenings Good

Lower Deck Beams & Fastenings Good

Planksheers

Sheerstrakes Good

Topsides Good

Wales Good

Plant (Bottom) and Counter Good

Engine Room Skylights Good

Coal Bunker, Openings, Lids, &c. Good

General Observations, Opinion as to Class, &c.

Treenails Nicks Good

Breasthooks and Stenson Good

Transoms, Pointers, and Crutches Good

Timbers of the Frame at the openings Good

Ditto Ditto at other places Good

Keelsons Good

Clamps and Shells Good

Ceiling Good

Rudder Good

Copper (or P.M.) When put on

Caulking of

Bottom, Deck, & Waterways Good

Windlass and Capstan Good

Pumps 2 & Good

Boats 3 & Good

Masts, Yards, &c. Good

Condition, how ascertained Sounded

Sails Good

Anchors No. of 3 Bowers / Shear 2 / Lugs

Cables 240 Fathoms 1 1/2 Good

Hawsers and Warps 11-10 1/2 - 7 inch Good

Standing & Running Riggings Good

Cargo and Main Hatchways Good

Hatches Good

Has now been specially surveyed under the Rules Survey No. 3 for Iron Ship. Is now in a good & efficient state fit for the safe conveyance of dry & perishable goods to & from all parts of the World & may in our opinion be classed 90 A1

S.S. M.T. No. 3 - DO

The Amount of Entry Fee

Damage Report & Special

Certificate (if required)

to be sent as per margin...

(Travelling Expenses, if any, £ 5.0.0)

Committee's Minute

Character assigned

B.M.S. 4/80

T.W. 90 A1

S.S. No. 3-80

Drp 80

received by me,

16 April 1880

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

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Lloyd's Register Foundation

IRON491-0465

