

REPORT of SURVEY for REPAIRS, &c.

No. 12436

Received at London Office, 14/6/80

No. in Survey held at Sunderland

Date, first Survey February 1880 Last Survey June 1st 1880

475 on the Saw. Sr. "Seaton"

Master Thos. Shaw

TONNAGE under Tonnage Deck 594
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 632
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St. men, cut on Bm. 477

Built at Newcastle When built 1857 - 2
Owners L. Nova Port belonging to Sunderland
Residence Hutton office Sunderland
By whom built
Destined Voyage Coasting
If Surveyed Afloat or in Dry Dock Mr. Laings dock & River Wear
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 20637 Port Brown
REPAIRS, OR EXAMINATION AS PER RULE S.S. W. 2.
Cause of Repairs to be clearly stated.

Now done, The vessel placed in dry dock and the bottom scraped down & dighted; the whole of the ceiling on top of water-ballast-tank in main hold, & on the after peak removed; & ceiling in fore peak removed as per rule; the man-hole doors removed; the engines & Boiler taken out and the bunker casings entirely removed. Renewed, Several frames and reverse bars on each side, in the engine & Boiler spaces, & after hold; Hold Beam stringer plates in engine and Boiler spaces; the quarter deck stringer plates and all the topside plating round the stern; the rudder trunk, the top of after peak tank & transom plate; the whole of the waterway round raised quarter deck with pitch pine & the quarter deck flat; with 3/4 Yellow pine; The fore Hatch comings and Headways with 1/2 plating & Hatches to 5' with 2 1/2 Baltic pine made solid; The Ballast-tank in fore hold repaired

Present Condition of the	Freemasts	Windlass and Capstan
Decks Good	Breasthooks and Stemson Good	Pumps Metal
Waterways "	Transoms, Pointers, and Crutches "	Boats 3 h "
Comings "	Timbers of the Frame at the openings "	Masts, Yards, &c. Ex 2
Upper Deck Beams & Fastenings }	Ditto Ditto at other places "	when practicable
Lower Deck Beams & Fastenings } & fine	Keelsons "	Condition, how ascertained "
Planksheers Good	Clamps and Shelves -	Sails "
Sheerstrakes "	Ceiling Great part renewed "	Anchors No. of 30. 15. 25 "
Topsides "	Rudder "	Cables Ranged "
Wales "	Copper (in x x x) Cement When put on 1867	Hawsers and Warps "
Plank (Bottom) and Counter "	Caulking of part - 1880	Standing & Running Rigging "
Engine Room Skylights good	Bottom, Deck, & Waterways 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 condition and eligible in my opinion to remain as Classed and to be marked in the register Book S.S. Sld. W. 2. 1880

The Amount of Entry Fee ... £ 2 : - : - received by me, J.W.
Special ... £ 3 : 5 : - 10 June 1880

Certificate (if required) to be sent as per margin... £ - : 5 : -

(Travelling Expenses, if any, £ -)

Committee's Minute

Tuesday, June, 15th, 1880

Character assigned

Loop No. 4, 80 S.S. W. 2 - 79 80



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26818 Jm

The Main Keelson angles in Engine & Boiler spaces and the engine and Boiler seatings and Bunker casings renewed; the greater part of the main deck renewed with $3\frac{1}{4}$ Yellow pine; the decks all gone & aft; caulked; and a great part of the flat of bottom re-cemented. after Hatches repaired, and the inner and outer surfaces of the shell plating, including frames, reverse bars, bulkheads and stringers coated with 2 coats of paint.

The Windlass examined and the chain cables ranged & are now good and sufficient, and water ballast tanks tested as per rule & found satisfactory.

Now put on board, 60 fathoms of $1\frac{5}{16}$ Stud chain cable, tested to a tensile strain of 31 tons and breaking strain of $46\frac{1}{2}$ tons, the certificate dated April 1st 1880 and marked R.W.C.P.T. & signed J. Hartness Superintendent.

James Liburn

June 1st 1880

Had the after peak tank tested to height of deep load line and found it water tight
B. H. Salmon



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