

REPORT of SURVEY for REPAIRS, &c.

26872

(Received at London Office, 14/6/80)

No. in Survey held at *South Shields* Date, first Survey *20th May* Last Survey *29th May* 1880
 on the *Scw. Sr. "Rouen"* Master *O. Rowell*

TONNAGE under Tonnage Deck *683*
 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 *751*
 Crew Space as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *481*
 Built at *Sunderland* When built *1876 - 6*
 Owners *Adam Bros & Co.* Port belonging to *Newcastle*
 Residence *11 King St. Newcastle-on-Tyne*
 By whom built *Laing* Destined Voyage *Lisbon*
 If Surveyed Afloat or in Dry Dock *Middle Dock*
 (State Name of Dock)

Length of Poop *✓* ft. Ditto, Forecastle *20* ft. Ditto, Raised Quarter Deck *26* ft. Years assigned. *90A1*
 Character in Register Book. *3,80*
 Last Survey, No. *26172* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. W. 1 and Damage*

Cause of Repairs to be clearly stated.
Now done, The vessel placed in dry dock & the bottom cleaned down and sighted. The timber boards and ceiling not less than one strake fore & aft, removed; all ceiling removed from the top of Ballast-tanks; the bunkers entirely cleared of coal, and the inner surface of shell plating from the Bilges upwards, including the frames, reverse bars, stringers & Beams cleared of oxidation, and re-coated with 2 coats of paint throughout; The tops of the water-ballast-tanks coated with Cement wash and the tanks tested to a head of water to the height of the Ballast-marks & proved very satisfactory. 3 additional shifting carlings fitted in Hatchways. Repairs on acct. of damage, 2 keel plates & 2 garboard plates on each side removed, furnace, made fair & refitted; a number

Present Condition of the	<i>Good</i>	<i>Transoms</i>	<i>Good</i>	<i>Windlass and Capstan</i>	
Decks	<i>Good</i>	<i>Rivets</i>	<i>Good</i>	<i>Pumps</i>	<i>Metal</i>
Waterways	<i>"</i>	<i>Breasthooks and Stemson</i>	<i>"</i>	<i>Boats</i>	<i>3 1/2</i>
Comings	<i>"</i>	<i>Transoms, Pointers, and Crutches</i>	<i>"</i>	<i>Masts, Yards, &c.</i>	<i>As when practicable</i>
Upper Deck Beams & Fastenings	<i>"</i>	<i>Timbers of the Frame at the openings</i>	<i>"</i>	<i>Condition, how ascertained</i>	
Lower Deck Beams & Fastenings	<i>and firm</i>	<i>Ditto Ditto at other places</i>	<i>"</i>	<i>Sails</i>	<i>and</i>
Planksheers	<i>Good</i>	<i>Keelsons</i>	<i>"</i>	<i>Anchors</i>	<i>No. of 3 1/2 15 1/2 1/2</i>
Sheerstrakes	<i>"</i>	<i>Clamps and Shelves</i>	<i>"</i>	<i>Cables</i>	
Topsides	<i>"</i>	<i>Ceiling</i>	<i>"</i>	<i>Hawsers and Warps</i>	<i>Sufficient</i>
Wales	<i>"</i>	<i>Rudder</i>	<i>"</i>	<i>Standing & Running Rigging</i>	
Planks (Bottom) and Counter	<i>"</i>	<i>Copper (or P.M.) Cement</i>	<i>When put on 1876</i>		
		<i>Caulking of</i>	<i>part 1880</i>		
		<i>Bottom, Deck, & Waterways</i>	<i>Good</i>		
Engine Room Skylights	<i>good</i>				
Coal Bunker, Openings, Lids, &c.	<i>good</i>				
Scuppers	<i>good</i>				
Cargo and Main Hatchways	<i>good</i>				
Hatches	<i>good</i>				

General Observations, Opinion as to Class, &c.
This vessel is now in good & efficient state of repair and eligible in my opinion to remain as Classed and to be marked in the register book S.S. S/L. no 1. 80

The Amount of Entry Fee ... £ ... received by me, *10/6*
 Special ... £ *4 : 4 : -* 10th June 1880
 Certificate (if required) to be sent as per margin... £ ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute *Tuesday, June, 15th, 1880.*
 Character assigned *90A1 S.S. W. 1-80*
 Signature *James Libur*
 Surveyor to Lloyd's Register of British and Foreign Shipping
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The Surveyors are requested not to write on or below the space for Committee's Minute.

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REPORT OF SURVEY
26872 Jm
of keel rivets renewed, in flat-plate keel, and a large quantity of
Cement in the flat of bottom renewed with portland cement; the
outer surface of the shell plating coated with 2 coats of black
varnish up to the height of the ballast marks, and 2 coats of
paint above.

James Libun



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