

SS No. 2, 26959

REPORT of SURVEY for REPAIRS, &c.

No. 29287

(Received at London Office, June 6. 80)

No. in Survey held at London Date, first Survey June 1st Last Survey June 9th 1880

Reg. Book. 288 on the SS Orwell Master J. Goodie

TONNAGE under Tonnage Deck <u>614</u>	Built at <u>Newcastle</u>	When built <u>1864</u>
Ditto of Spar Deck, or Awning Deck	Owners <u>J. Fenwick & Son</u>	Port belonging to <u>London</u>
Ditto of Poop	Residence	
Ditto of Raised Qr. Dk.	By whom built <u>Palmer</u>	Destined Voyage <u>Coal Trade</u>
Ditto of Houses on Deck	If Surveyed Afloat or in Dry Dock <u>Pontoon Victoria Dock</u>	
Ditto of Forecastle		
Gross Tonnage <u>632</u>		
Crew Space, as per Rule		
Register Tonnage, cut on Beam		
Engine Room		
Reg. Tons as St ^r mer, cut on Bm. <u>404</u>		

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned 10. 1. 10. 79 Character in Register Book

Last Survey, No. 24687 Port London Classed 10. 1. 10. 79
REPAIRS, OR EXAMINATION AS PER RULE Special Survey No. 2 L.S. No. 3. 74 SS No. 1. 77
Cause of Repairs to be clearly stated.

At the present time the vessel was on the Pontoon the Man hole doors removed from the double bottom, the timbers in the bilges lifted and sufficient ceiling taken off the top to examine the plating of double bottom, examined and found good, and the cement adhering firmly to the iron, some asphalt being cracked it has been cut out and replaced with cement, and other parts thickened and mended. Chain cables ranged on deck for examination, Windluffs unhooked & mending stripped, Lower hold beams in wake of hatches repaired, New after hatch comings, Several rivets in the keel and bottom renewed. Double Bottom Tester.

Oxidation beaten off & coated inside & outside.

Present Condition of the									
Decks	<u>Good</u>	Treenails	<u>Good</u>	Rivets	<u>Good</u>	Windlass and Capstan	<u>Good</u>		<u>P.T.O.</u>
Waterways	"	Breasthooks and Stemson	"		"	Pumps	"		
Comings	"	Transoms, Pointers, and Crutches	"		"	Boats	"		
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"		"	Masts, Yards, &c.	"		
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"		"	Condition, how ascertained	<u>Examined</u>		
Planksheers	"	Keelsons	"		"	Sails	<u>Good</u>		
Sheerstrakes	"	Clamps and Shelves	"		"	Anchors No. of <u>3 Bbs. 12 & 12 lbs</u>			
Topsides	"	Ceiling	"		"	Cables <u>Complete 270 fathom</u>	<u>Good</u>		
Wales	"	Rudder	"		"	Hawsers and Warps	"		
Plank (Bottom) and Counter	"	Copper <u>Coated</u> When put on <u>now</u>				Standing & Running Rigging	"		
Engine Room Skylights	<u>Good</u>	Caulking of Bottom, Deck, & Waterways	<u>Good</u>			Cargo and Main Hatchways	<u>Good</u>		
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>			Hatches	"		

General Observations, Opinion as to Class, &c.

She is now in good condition and eligible to remain as classed and to be marked SS London No. 2 - 1880.

The Amount of Entry Fee £ : : : received by me,
14/6/80 Special £ 4 : 4 : : 2/7/80
 Certificate (if required) } £ : :
 to be sent as per margin... }

Senhouse Martin
Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute Tuesday, June, 15th 1880.

Character assigned Lloyd's No. 2, 80

S.S. No. 2-80



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REPORT OF SURVEY FOR REPAIRS, ETC.

Length of fore double Bottom 66 ft - 6 in
 Midship ditto
 under Engine & Boiler Room 28 " 6
 After double Bottom $\frac{20 - 0}{115 " 0.$

Stated by the Captain to contain 250 Tons of Water.
 The double Bottom is continuous except being
 divided by the 2 Engine Room Bulkheads

Senhouse Martindale

26959 Iron Ship



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