

REPORT of SURVEY for REPAIRS, &c.

27/6/80

No. in Survey held at *New York April 20* Date, first Survey *8/3/80*
 Reg. Book. *284* on the *British Steamer "Theutonia"* Last Survey *April 21* 18*80*
 Master *Gamon*
 YEAR. MONTH.
 TONNAGE under Tonnage Deck
 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 *1490*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1265*
 Engine Room
 Reg. Tons as St' mer, cut on Bm.
 Built at *Newcastle* When built *1879*
 Owners *W. H. Edwards* Port belonging to *Cardiff*
 Residence *Cardiff*
 By whom built *Schlesinger* Destined Voyage
☒ Surveyed Afloat ☐ ~~in~~ Dry Dock
 (State Name of Dock)

Length of Poop *250* ft. Ditto, Forecastle *32* ft. Ditto, Raised Quarter Deck *11* ft.
 Last Survey, No. *11/79* Port *Cardiff Iron.* Years assigned. *100 A 1*
 REPAIRS, OR EXAMINATION AS PER RULE Character in Register Book. *2/79*
 Cause of Repairs to be clearly stated.

British Steamer "Theutonia"

This steamer from some unknown cause broke her Rudder on the 20th inst went on board, and found the vessel in good shape, and condition except the Rudder the backing of which was broken at about 20 ft. line

Recommended that two iron plates be put on, one each side of the backing of Rudder, to extend well past the fractured part above, and below, and to cap the Rudder backing opposite the broken part, to be secured to Rudder frame, and Plating by tap bolts, and rivets

21st Repairs at this date completed.


Present Condition of the			
Decks	<i>good</i>	Transoms	
ate. ways		Breasthooks and Stenson	<i>good</i>
Ceilings		Transoms, Pointers, and Crutches	<i>"</i>
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings	<i>"</i>
Lower Deck Beams & Fastenings		Ditto Ditto at other places	<i>"</i>
Plank sheers		Keelsons	<i>"</i>
Sheerstrakes		Clamps and Shelves	<i>"</i>
Topsides		Ceiling	<i>"</i>
Walls		Rudder	<i>Repaired</i>
Plank (Bottom) and Counter		Copper (or Y.M.)	When put on
Engine Room Skylights	<i>good</i>	Caulking of	
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Bottom, Deck, & Waterways	
Scuppers	<i>good</i>	Windlass and Capstan	<i>good and</i>
Cargo and Main Hatchways	<i>good</i>	Pumps	<i>do</i>
Hatches	<i>good</i>	Boats	<i>Sufficient</i>
		Masts, Yards, &c.	<i>good</i>
		Condition, how ascertained	<i>Co's</i>
		Sails	<i>good</i>
		Anchors No. of	<i>Suffr</i>
		Cables	<i>Suffr</i>
		Hawsers and Warps	<i>good</i>
		Standing & Running Rigging	<i>do</i>

General Observations, Opinion as to Class, &c.

The repairs to the Rudder of this ship having been made as recommended by me, I consider it has been made sufficiently secure to render the ship seaworthy, and safe to continue her voyage, but I would recommend that on her arrival at her home Port, that the Rudder be unscrewed and properly examined.

The Amount of Entry Fee ... £ ... : : received by me, }
 Special ... £ *3* : : *Apr* 18 }
 Certificate (if required) } £ *3* : :
 to be sent as per margin... } £ *6. 0. 0*
 (Travelling Expenses, if any, £)
 Committee's Minute *Tuesday, May, 11th 1880.*
 Character assigned *Deferred*
writes to overman
per letter to the Committee

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

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New York

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