

REPORT of SURVEY for REPAIRS, &c.

in Book. No. 158 Survey held at *Shanghai* Date, first Survey *14 Jan* Last Survey *2nd July* 1880
 on the *"S.S. Breconshire"* Master *Sturrock*
 Tonnage under Tonnage Deck *1800* Built at *Glasgow* When built *1878* YEAR. MONTH. *12*
 Ditto of Spar Deck, or Awning Deck Owners *J. Jenkins & Co* Port belonging to *London*
 Ditto of Poop Residence *London*
 Ditto of Raised Qr. Dk. By whom built *Lou & Glas. Co* Destined Voyage *London*
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *dry dock*
 Gross Tonnage *1902*
 Crew Space, as per Rule *1241*
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons *1241*
 Length of *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100* Character in Register Book. *10.79*
 Last Sur No. *24827* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE - *Collision* -

Vessel in dry dock - Amidsips on the Port Side. - Now renewed, One sturroake plate. Two 12th Plates in second stroke of Belting, and one in 3rd 4th 5th and 6th strokes of belting. The Plates in 3rd and 5th stroke being $\frac{1}{8}$ " larger than the original, also one frame and reversed frame renewed from upper turn of bulge up, said frame and reversed frame being well shifted, with double frame and reversed frame worked in way of butts now raised, in way of slightly damaged strungers on beam ends pieces fitted with good continuous butt straps or doubling plate and well fitted one beam end broken, now renewed with Lionmoor plate.

Present Condition of the

Decks	<i>good order</i>	Treenails	<i>✓</i>	Windlass and Capstan	<i>good order</i>
Waterways	<i>good order</i>	Breasthooks and Stemson	<i>✓</i>	Pumps	<i>good & sufficient</i>
Comings	<i>good order</i>	Transoms, Pointers, and Crutches	<i>✓</i>	Boats	<i>good & sufficient</i>
Upper Deck Beams & Fastenings	<i>good</i>	Timbers of the Frame at the openings	<i>good</i>	Masts, Yards, &c.	<i>good order</i>
Lower Deck Beams & Fastenings	<i>good</i>	Ditto Ditto at other places	<i>good</i>	Condition, how ascertained	<i>from deck</i>
Planksheers		Keelsons	<i>good when seen</i>	Sails	<i>sufficient</i>
Sheerstrakes	<i>good order</i>	Clamps and Shelves	<i>✓</i>	Anchors No. of	<i>3 13 1 2 K.</i>
Topsides	<i>good order</i>	Ceiling	<i>good when seen</i>	Cables	<i>length sufficient</i>
Wales	<i>good order</i>	Rudder	<i>good condition</i>	Hawsers and Warps	<i>sufficient</i>
Plank (Bottom) and Counter	<i>good</i>	Copper	<i>Paint</i> When put on <i>6/1880</i>	Standing & Running Rigging	<i>good order</i>
Engine Room Skylights	<i>good</i>	Caulking of		Cargo and Main Hatchways	<i>good</i>
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	<i>good</i>	Hatches	<i>good</i>

Being now in good order and condition
 Consider her eligible, to remain as classed 100 A

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, }
 Special ... £ 3 : 5 : 0 187 }
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Deferred
with 100 A
6/9/80

Tuesday, August 31st 1880.

100 A

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



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IRON494-0541

27682 11 Jan

Crossed on and well connected and trusted to head
end. cement broken out in deck waterway renewed
eight strokes of deck from Bridge house aft caulk
and bottoms painted with one coat.

2 Bower Anchors and 60 faths Chain
replaced for the voyage. untested.

Replanning
Revisions
Perforation Report
No 29641

Wm. J. Lister



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