

REPORT of SURVEY for REPAIRS, &c.

in Book. No. 164 Survey held at Amoy Date, first Survey 31st Jan^y Last Survey 26th July 1880
 on the S. S. Seagull Master Haydon
 AGE under Tonnage Deck 48 Built at Ratherglin When built 1872
 of Spar Deck, or Awning Deck Owners W. H. Ray Port belonging to Amoy
 of Poop Residence Amoy
 of Raised Qr. Dk. By whom built Leath Destined Voyage China waters
 of Houses on Deck If Surveyed Afloat or in Dry Dock in dry dock & afloat
 of Forecastle
 ss Tonnage
 No Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 eg. Tons as St^rmer, cut on Bm.
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 Last Survey, No. 10565 Port Amoy Classed 90A1
 REPAIRS, OR EXAMINATION AS PER RULE S. S. No. 3. For any purpose only

This vessel has been submitted to Special Survey No. 3 by Owners request in consequence of her class having been omitted in the Register Book through want of Survey.

I find the vessel in dry dock, Stow & Coal Bunkers entirely cleared & Boiler taken out, all sludge cutting removed & lining taken down. I've also the vessel & all the Deck taken up.

The Hull outside & inside scaled & scraped clean, all Corrosion removed throughout the vessels bottom after this was done I made a careful examination of the hull at various times, & found the inside plating, Hull, stem & sternpost in good order & all rivets secure.

The rudder & its hangings & steering gear have been refitted as due & put in good working order. P. 90.

Present Condition of the	Good	Rivets	Good	Windlass and Capstan	Good
Decks	do	Treenails	do	Pumps	do
Waterways	do	Breasthooks and Stenson	do	Boats	do
Comings	do	Transoms, Pointers, and Crutches	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Condition, how ascertained	by pressure observation
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Sails	do
Planksheers	do	Keelsons	do	Anchors	No. of 20 10 5 & 25 lbs
Sheerstrakes	do	Clamps and Shells	do	Cables	2 Brown cables 120 fms 1" stream 90 14 16
Topsides	do	Ceiling	all new at date	Hawsers and Warps	2 two lines 4 warps
Wales	do	Rudder	do	Standing & Running Rigging	wire & hemp
Planing (Bottom) and Counter	do	Copper	Paint When put on at date		
		Caulking of			
		Bottom, Deck, & Waterways	Good		

Engine Room Skylights 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 a good & efficient state of repair, & in my opinion merits the favorable consideration of the Committee to be continued in her original 90A1 character as classed.

The Amount of Entry Fee £ 10/5/6 received by me, July 1880
 Change of under Special £ 2/6
 Certificate (if required) £ 4/6
 Travelling Expenses, if any, £

Committee's Minute Tuesday, September, 7th 1880.
 Character assigned 90A1
 S. S. No 3-80

Surveyor to Lloyd's Register of British and Foreign Shipping.
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 IRON495-0251

27896 Iron

Inside the plating, frames, reverse frames, floors, Kulsom, str
beams, & Bulkheads in a good state of preservation, with the
following exceptions.

In Boiler space, All the floors, reverse frames, Kulsoms & Boiler
beams & Coal bunker bulkheads were defective, also four bot
plates & a number of rivets.

Repairs - All the floors, reverse frames, Kulsoms & Boiler
beams & four new bottom plates & all defective rivets & were
renewed in above space.

During the progress of repairs I tested the riveting from time
to time, & have to report the repairs well executed & the riveting
secure.

The vessel's bottom has been carefully & well executed from stern
to stern, the current carried up the bilges to the limit of close
siding, & ceiling relaid & fitted in battens & the lining inside
the hold fitted battens & space.

The Hull has been well coated with paint inside & outside, &
new deck laid, fitted & caulked at date of 3rd Last wood,
fastened with galvanized iron screw bolts & nuts.

The Anchors & chains have been examined & found of the
proper lengths & size as per Rule, and the vessel's equipment
which is ample & good.

The Machinery has been surveyed & extensively overhauled &
put in good working order & New Boiler fitted at date as per
Engineer's Surveyor's Report hereto appended.

The vessel is now in thorough good order throughout in Hull,
Boiler & Machinery.

L. M. M.



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