

REPORT of SURVEY for REPAIRS, &c.

No. 234

No. in Survey held at Reg. Book.

1045 on the

TONNAGE under Tonnage Deck 11479

Ditto of Upper Deck, or Avoning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 1644

Crew Space, as per Rule

Register Tonnage, cut on Beam 1571

Engine Room

Reg. Tons as St mer, cut on Bm.

Length of Poop 50

Last Survey, No. 25798

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

This vessel having encountered bad weather during her outward passage to this port has received the undermentioned damage from having shipped a heavy sea in about Latitude 30. 0. S and Longitude 27. 28. E. viz: "The after part of the poop rail carried away and poop companion damaged" (have been repaired as originally) "The rope netting round the poop much torn" has been repaired. "An area of the poop deck planking 30' x 29' torn up and damaged by the sea" the whole of this deck has been relaid by best Pine wood, the planks being run to the original shifts and the deck thoroughly fastened and caulked. "The poop buckets, hencoops, poop ladders, gratings, rails and bucket racks &c &c washed away" have all been replaced here. "The cant of the poop on the quarter deck having had its fastenings badly shaken" has been removed for relaying the portion of the main deck - damaged and has been replaced and refastened as before. "The teak wood -

Present Condition of the
Decks good where seen
Waterways guttering
Comings
Upper Deck Beams & Fastenings
Lower Deck Beams & Fastenings
Planksheers plating
Sheerstrakes
Topsides
Wales
Plank (Bottom) and Counter
Engine Room Skylights
Coal Pumper Openings, Lids, &c.
General Observations, Opinion as to Class, &c.
A strong well built iron vessel, has just under gone the above mentioned repairs and is in my opinion fit to be retained as classed on the Register

The Amount of Entry Fee ... £3 : 0 : 0 received by me,

Special ... £7 : 12 : 0 10-17-0 1880

Certificate (if required) to be sent as per margin... £0 : 5 : 0

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

100 A1

Record damage repair

ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

Friday, October 22nd 1880

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Lloyd's Register Foundation

IRON 495 - 0527

(Received at London Office, 20/10/80)

Last Survey September 10th 1880

Master Shaw

YEAR. MONTH.

When built 1877 July

Port belonging to Belfast

Residence

By whom built Harland

Destined Voyage London

If Surveyed Afloat or in Dry Dock

(State Name of Dock) afloat

Classed

Years assigned. 100 A1

Character in Register Book. 2.80

Insert Character precisely as in Register Book.

M. S. Steen & Co. &c.

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

The 29th September 1880.

"pinnacle and fittings with mouldings &c belonging to the poop front broken and washed away" has been renewed and refastened here. "The bridge and platform on the quarter deck with Sole Compass and fittings washed away", the whole has been replaced here as per original except the Sole Compass which can't be had. "55 ft of the starboard topgallant rail split" has been repaired. "37 ft of the starboard main rail &c" &c. "The boats quarter davits and fittings broken, bent and washed away" has been replaced here. "The 3 quarter deck boats skids washed away with stanchions and gear attached" have been replaced here. "An area of the main deck planking about 74 ft x 36 ft extending from the vicinity of the main mast and running aft half way under the poop deck started, broken and bulged downwards about 14 inches out of sheer" has been removed and relaid to the original length of planking being well fastened as originally and the whole deck caulked throughout. This deck has been repaired with the best teak wood planking. "The after hatch coverings, bollards, Capstan and all deck fittings in the vicinity have been replaced and refastened as before. "A large quantity of the poop fittings and Cabin cants having been removed for the laying of the deck" have been replaced and refastened as before, the Cabin having been redecorated. "The planking of the topgallant bulwarks has been repaired as necessary." "In the twelve decks of the main deck beams (iron) on the 1/4 deck bent and broken, the fractures having taken place at the beam arms where the bulkheads tapered off" the whole of these beams have been reshaped and moulded as originally and have been refastened with iron knee brackets, 1 1/2 in thick, extending 3 ft along the beam ends and 2 ft down the sides on the main frames and fastened as originally, the whole being a strong and durable repair. "8 of the upper deck iron pillar stanchions and the iron ladder at the after hatch broken, bent and doubled up with the weight of the sea", these have been replaced as per original. "The cement in the gutterings which was cracked and broken" has been renewed and relaid with the best Portland. One new cutter and one new gig with all fittings complete" have been supplied to fill the place of the two old boats which were smashed to pieces. All deck fittings in connection with the damaged parts of the vessel have been put to rights and replaced as originally. The painting, gilding and general embellishment has been renewed. The running rigging which suffered in the gale has been replaced. Allowance has been made for damage to one entire suit of sails (mildewed) and the vessel has sailed for London seaworthy in all respects permanent repairs having been effected throughout. 3