

REPORT of SURVEY for REPAIRS, &c.

No. 181

No. in Survey held at
Reg. Book.

Date, first Survey

Last Survey

18

1120 on the

New York
British Steamer "Compton"

Master J. Bowie

YEAR.

MONTH.

TONNAGE under Tonnage Deck

1746

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

1804

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St mer, cut on Bm.

1186

Built at

Newcastle

When built

1878

Owners

S. D. Milburn

Port belonging to

London

Residence

By whom built

Richardson

Destined Voyage

If Surveyed Afloat or in Dry Dock

(State Name of Dock)

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

27632

Port

Swiss Iron A.C. B.

Classed

100 A1

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

This vessel on her passage from Genoa to this port encountered very severe weather causing the following damages
Ground upper deck started, and leaking
Port life boat broken beyond repair, chocks skids, and fittings carried away. Port jolly boat started thruarts, and seats started broken. Starboard life boat damaged, and starboard gig chocks started and damaged. Wheel chains parted, and carried away. Deck house ladders, and brass rails broken, and damaged beyond repair bridge rails bent, and cloth carried away. One between deck hatch beam of iron broken and one bent. Fore, and aft beams to between deck hatches, and hatches broken. One hold stanchion broken. Wooden chain locker damaged, ends burst open. Cabin house started, and stove in. Panneling and doors smashed (over)

Present Condition of the

Decks

good

Freemasts

Waterways

"

Breasthooks and Stemson

good

Windlass and Capstan

good order

Comings

"

Transoms, Pointers, and Crutches

"

Pumps

do

Upper Deck Beams & Fastenings

Timbers of the Frame at the openings

Boats

Sufficient

Lower Deck Beams & Fastenings

Ditto Ditto at other places

Masts, Yards, &c.

good

Plank sheers

Keelsons

"

Condition, how ascertained

Ob.

Sheerstrakes

Clamps and Shelves

"

Sails

good

Topsides

Ceiling

"

Anchors No. of

Sufficient

Wales

Rudder

"

Cables

do

Plank (Bottom) and Counter

Copper (or Y.M.)

When put on

Hawsers and Warps

do

Engine Room Skylights

good

Caulking of

Standing & Running Rigging

General Observations, Opinion as to Class, &c.

Bottom, Deck, & Waterways

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo and Main Hatchways

good

Hatches

good

This ship having been repaired to my satisfaction and placed in a good seaworthy condition, being well found in necessary equipments I would recommend that she remain as now classed on Register Book at Lloyd's

The Amount of Entry Fee

£

received by me,

Special

£3

18

By (Signature) (if required)

£3

to be sent as per margin...

£6. 0. 0

(Travelling Expenses, if any, £

Committee's Minute

Tuesday, December, 7th 1880.

Character assigned

21/12/80

J. B. L. O. O. L.

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



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28567 Jun

upholster work, carpets, and oil cloths destroyed, and the cabin veneering very much injured in many places. Saloon earthen and plated ware broken and damaged. Four state room carpets and fittings damaged, and destroyed, cabin and state room windows broken. After awnings were cut up, and used to stop leaks in the cabin. Two stern counter plates, at deep load line cracked. Binnacle shackles, chains, and straps damaged. Three tarpaulin hatch covers chafed, and badly torn, and part carried away. Mains fore stay sails, and main by sail burst, and torn beyond repair. Gun tunnel top frames broken. Steam pipes, and covering in connection with the winches on deck broken split and part carried away. Deck pump handle on engine room deck bent. Engine room house started, hand sail broken, and carried away. Deck coal bunker between engine room house and bridge house carried away. One ash chute broken. Water service pipes on bulwarks bent, and leaking. Two bilge pump covers damaged beyond repair. Starboard water tank pipes burst. Cut up two coils of rope for lashing sails aloft. Medicine chest damaged, and contents destroyed. One canvas boat cover torn, and destroyed. Two provision casks washed seaward. Surface condenser started, and holding down both worked here.

Recommended that all proper repairs be made to all damages abovementioned.

Made visits to the ship during repairs, and found at each visit the work was going on to my satisfaction.

Nov. 24th. With the exception of the cabin upholstering work, which is to be done on her home arrival, all the repairs recommended by me have been executed to my satisfaction.

James D. Seary



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