

# REPORT of SURVEY for REPAIRS, &c.

No. 195

No. in Survey held at  
Reg. Book.

Harre

Date, first Survey 27<sup>th</sup> May Last Survey 21<sup>st</sup> July 1880

(Received at London Office, 6/8/80)

59 on the

S.S. Zaimis

Master Wilkinson

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  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St'mer, cut on Bm.

Built at Stockton When built 1860 March

Owners W. Rawson & J. Robinson Port belonging to Hall

Residence

By whom built Richardson Destined Voyage Coasting Trade

Surveyed Afloat & in Dry Dock Citadel's No. 1

Length of Poop 53 ft. Ditto, Forecastle " ft. Ditto, Raised Quarter Deck " ft. Years assigned. Character in Register Book.

Last Survey, No. 22247 Port Iron

REPAIRS, OR EXAMINATION AS PER RULE S. Survey No. 3 Iron Vessels. Classed S.S. No. 2-11.58

Cause of Repairs to be clearly stated.

This vessel after being in collision with S.S. Neptune when lying moored to the quay of Rouen sunk, and was rescued in April last. Vessel placed in Dry Dock; found bottoms bulged in, one out side plate broken, two s. very thin through corrosion. Hold cleared, Coal Bunkers cleared, all the close ceiling removed all cement re-moved, all iron scraped and oxidation removed from every part of the vessel inside & out. Repainted all over with two and three coats; Rudder re-fitted. Re-set the bottom plates, also different plates of outside plating. Re-nerved three outside plates; Re-nerved 2 outside frames & doubled 16 reversed angle iron on floors. Re-nerved 2800 rivets. Re-set all frames, floors, angle-iron & s. s. Bottom recemented all over. Holds re-sheathed with new

Present Condition of the

Decks	Good	Treenails	Rivets	Good	Windlass and Capstan	(turn over)
Waterways	Good	Breasthooks and Stemson	Good	Good	Pumps two	Good
Comings	Good	Transoms, Pointers, and Crutches	Good	Good	Boats three	Good
Upper Deck Beams & Fastenings	Good	Timbers of the Frame at the openings	Good	Good	Masts, Yards, &c.	Good
Lower Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Good	Condition, how ascertained by Examination	Good
Planksheers	Good	Keelsons	Good	Good	Sails complete & good	Good
Sheerstrakes	Good	Clamps and Shelves	Good	Good	Anchors No. of 2 1/2 1 1/2 & 2 1/2	Good
Topsides	Good	Ceiling	Good	Good	Cables 18 1/2 1 1/2	Good
Wales	Good	Rudder	Good	Good	Hawsers and Warps complete	Good
Plank (Bottom) and Counter	Good	Copper (on Y.M.) Coated When put on 7-1/2-1880	Good	Good	Standing & Running Riggings	Good
Engine Room Skylights	Secure	Caulking of Bottom, Deck, & Waterways	Good	Good		Good
Coal Bunker, Openings, Lids, &c.	Secure		Good	Good		Good
Scuppers	Good		Good	Good		Good
Cargo and Main Hatchways	Good		Good	Good		Good
Hatches	Good		Good	Good		Good

General Observations, Opinion as to Class, &c. This vessel is now in a good and efficient state of repair, fit for the conveyance of dry and perishable goods to and from all parts of the world, and in my opinion merits the favorable consideration of the committee to remain as classed as before. S.S. No. 3 Harre 1880

The Amount of Entry Fee ... £ 1 : : : received by me, E. C.

Special ... £ 10 : 10 : : 31/7 1880

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

(Travelling Expenses, if any, £ )

Committee's Minute Tuesday, August 10th, 1880.

Character assigned

Write to Hull 11/8/80

S.S. No. 3-80

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



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Pitch Pine in large hold, and partly in after hold.  
Rails & Listings re-nerved - Windlass unhung, re-nerved  
the main piece and made the spindle in one piece.  
Chain cables visited, sent to be tested (as they had been  
used to raise the vessel) found several links bad,  
had them repaired, and tested according to the Rules.  
Decks re-caulked all over. - Fastings re-nerved; masts,  
spars and Rigging over hauled and made good and  
efficient. - Boats re-paired and re-painted.  
The vessel in all respects made good and efficient  
as she was before the accident.

E. Caplan

28672 Iron



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