

REPORT of SURVEY for REPAIRS, &c.

No. 186

No. in Reg. Book. 165 on the *Steamer "Herd" s.s. "Solon"* Master *Blaherty* Survey held at *New York* Date, first Survey *Oct 22* Last Survey *Nov 11th* 1880

Official Number *1114* TONNAGE under Tonnage Deck *1667* Ditto of Spar Deck, or Awning Deck *1727* Ditto of Poop *1727* Ditto of Raised Qr. Dk. *1727* Ditto of Houses on Deck *1727* Ditto of Forecastle *1727* Gross Tonnage *1727* Crew Space, as per Rule *1727* Register Tonnage, cut on Beam *1727* Engine Room *1727* Reg. Tons as St' mer, cut on Bm. *1727* Built at *C. Shields* When built *1874* Owners *J. P. Best Barber & Co.* Port belonging to *Antwerp* Residence *Antwerp* By whom built *Softley* Destined Voyage *Antwerp* If Surveyed Afloat or in Dry Dock *Antwerp*

Length of Poop *27* ft. Ditto, Forecastle *27* ft. Ditto, Raised Quarter Deck *27* ft. Years assigned. *90A1* Character in Register Book. *90A1* Last Survey, No. *27286* Port *Antwerp* S.S. No. *157*

REPAIRS, OR EXAMINATION AS PER RULE

This ship encountered very severe gales, and was ashore twice at Antwerp, while on her passage from Yagomang. to this Port, and sustained in consequence the following damages.

Oct 22. I visited this ship and found the moulding on front of poop and bridge carried away. Fore topsail yard broken. Fore boom iron goose neck broken. Three deck planks broken. Fore boat sheels on bridge carried away. Stanchions in hold, and between decks bent. One bilge stringer angle iron broken. Angle iron seat to between deck hatch broken.

Stanchion ladders to all holds broken. Three plates in bulwarks broken. Main sail, and stanchions broken. Steam pipe covers to pinches carried away. Pipes bent, and joints started. One deck ventilator broken. Upper topsail yard (cover)

Present Condition of the		Freonails		Windlass and Capstan	
Decks	<i>good</i>	Breasthooks and Stemson	<i>good</i>	Pumps	<i>do</i>
Waterways	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>Required number</i>
Comings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>good</i>
Upper Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>Obs.</i>
Lower Deck Beams & Fastenings	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>good</i>
Planksheers	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	<i>sufficient</i>
Sheerstrakes	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>do</i>
Topsides	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>do</i>
Wales	<i>do</i>	Copper	<i>When put on</i>	Standing & Running Rigging	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Caulking of	<i>do</i>		
		Bottom, Deck, & Waterways	<i>do</i>		
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>
General Observations, Opinion as to Class, &c.	<i>good</i>	Cargo and Main Hatchways	<i>good</i>	Hatches	<i>good</i>

This vessel having been repaired according to my recommendations, and to my satisfaction, I consider her now to be in good seaworthy condition, and entitled to remain as now classed on Register Book at Lloyd's

The Amount of Entry Fee *£10* : : received by me, *Mr 1880* Special *£10* : : *Mr 1880* Certificate of Repair *£3* : : " " Travelling Expenses, if any, *£13* Committee's Minute *Tuesday, December, 7th 1880.* Character assigned *TRW 90A1* James L. Leary Surveyor to Lloyd's Register of British and Foreign Shipping.



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damaged. Glass in front of Wheel house broken. Telegraph broken. Poop ladder washed away. Winches damaged. Lower topsail, Foresail, main staysail, and main topmast staysail split. Poop cabin deck started, and side lights cracked. Chart room combings split and stove broken. Some cabin ware broken. Cabin skylight started and leaking. Poop cabin bulkhead started. Engine, and mess rooms skylights started, leaking, and glass broken. Bridge house started, and deck leaking.

Forecastle and upper deck leaking in places. One anchor lost several hawsers, and lines used up. Canvas covers of hatches destroyed.

Recommended to discharge cargo, and place ship on Dry Dock for further examination, and to repair all damages above specified.

Mr. D. Bisset on Dry Dock, found paint rubbed off the bottom, from vessels having been ashore. Garboard rivets aft in connection with stern frame loose, and leaking. Budden straps and pintles, and middle plate much loose.

Butts of plating amidships started, and leaking. Starboard turn plate cracked.

Recommended bottom plating to be scraped, and cleaned in order that a more thorough examination may be made.

Mr. 4th. The bottom having been scraped, and no further damage discovered. recommended to make good the above damages, repaint bottom, and put the ship afloat, which was accordingly done.

Made frequent visits while this ship was under repair.

Mr. 11th. On my final visit this day, I found all the repairs recommended by me had been faithfully executed and the ship in a good seaworthy condition.

James D. Seary
J.D.S.



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