

REPORT of SURVEY for REPAIRS, &c.

No. 242

No. in Survey held at Reg. Book.

156 on the

Calcutta

Date, first Survey 3rd November Last Survey 17th November 1880

Viceroy

Master

Vaile

TONNAGE under Tonnage Deck 2301

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, calc on Regm

Engine Room

Reg. Tons as St mer, calc on Bm.

Built at

London

When built

YEAR.

1871

MONTH.

1st

Owners

R. & H. Green

Port belonging to

Lauran

Residence

By whom built

Green

Destined Voyage

Lauran

If Surveyed Afloat or in Dry Dock

Afloat

(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. 1st March 1880

Port Lauran Iron

Classed

100 A1

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

S.S. No 2-80

Q. 80

This steamer having encountered very bad weather shortly after leaving home was struck by a succession of heavy seas which together with the quantity of water shipped has rendered the following repairs needful which have been executed here. The after steering wheel completely smashed, has been replaced and the A Standard fixed afresh. The midship after deck house washed away has not been rebuilt. The port and starboard deck houses on either quarter washed partly away and badly damaged throughout have both been rebuilt and refitted throughout. 1 Awning ridge spar washed away has been replaced. The caulking of the upper deck and that of the saloon deck having been badly strained both decks have been thoroughly caulked all over, since the boats having been badly damaged and stove by the sea have been all repaired as required & repainted. One new teak wood cutter supplied with fittings complete in the place of one lost at sea. 42 strakes of planking of the lower decks having been badly cut into by the pitching away and constant rolling of some heavy iron castings (that were stowed between decks) during the bad weather have been removed to the original shifts and have been replaced by new planking, the entire

Present Condition of the

Decks good where seen

Waterways

do

Comings

do

Upper Deck Beams & Fastenings

do

Lower Deck Beams & Fastenings

do

Planksheers

plating

do

Sheerstrakes

do

do

Upsides

do

do

ales

do

do

Plank (Bottom) and Counter

do

Engine Room Skylights

good

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo and Main Hatchways

good

Hatches

good

General Observations, Opinion as to Class, &c.

A strong well built iron steamer has been carefully kept and

is in my opinion (having undergone the above repairs) worthy of the class assigned her in the Register

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

Special ... £ 7 : 18 : 4

188

Certificate (if required)

to be sent as per margin... }

£ 0 : 5 : 0

(to be sent to the Agent of the Ship)

(Travelling Expenses, if any, £)

Committee's Minute

Friday, December 24th, 1880

Character assigned

100 A1

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

The 1st December 1880



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

IRON 497-0477

Caulking of the tween decks having been renewed - 12 of the glasses of the between deck scuttles being broken have been renewed - The steering wheel on the Saloon deck having been badly damaged has been repaired - About 10 ft of the gangway rail on the Port side being washed away has been replaced by teak wood - 1 Brass fore-castle scuttle repaired - 150 ft of steam pipe casing on upper deck having been washed away has been replaced by teak wood - Starboard accommodation ladder and lower platform &c has been renewed - The fore-castle ladders replaced by new, the old ones having been washed away - The general painting of the vessel inside and out being badly washed and stained has been renewed with one coat and the bright work has been revarnished - One of the pintals of the rudder having given way it became necessary to reshipe the rudder for repairs when it was found that all the other pintals with the exception of the upper one were so badly worn by undue strain, grinding and twisting owing to the displacement of the rudder from the line that it became necessary to renew them - The rivetting of the plating on the rudder being shaken, loose and slack and being unusable to a great extent nearly the whole of the rivetting has been renewed and the upper pintal has been reshaped - The steering gear which was damaged by the jerking of the rudder at the time the sea struck the vessel has been taken to pieces, overhauled and repaired as needed - The foremast pump on the lower deck being out of order has been repaired and the casing which was smashed has been renewed - The skylights on the upper deck have been repaired as necessary and partially reglazed and several of the minor deck fittings which were destroyed by the wash of the sea have been renewed - The rudder has been reshaped and the steamer has left for the United Kingdom.



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