

REPORT of SURVEY for REPAIRS, &c.

No. *180* Survey held at *London* Date, first Survey *28 Jan^r 1878* Last Survey *16 April 1878*
 Reg. Book. on the *Sea B2 Hamels* Master *Campbell*

Official Number *1657* Tonnage under Tonnage Deck
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1684*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *1054*
 Built at *Dumbarton* When built *1841*
 Owners *Imperial Carter & Darke* Port belonging to *London*
 Residence
 By whom built *M^cMillan* Destined Voyage *Montreal*
 If Surveyed Afloat or in Dry Dock *Green's Upper Dock*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Years assigned. *100 A 1*
 Character in Register Book.
 Last Survey, No. *547* Port *S.S. Lm. No. 2* Classed *100 A 1*

REPAIRS, OR EXAMINATION AS PER RULE *for S.S. No 2 and Damage*

Vessel placed in dry dock and bottom scraped and painted. The timbers and close ceiling on both sides equal to three strakes lifted right fore and aft. The cement found everywhere in good condition and closely adhering to the iron. Floor plates in engine room and stokehold lifted and bunkers emptied and examined.

Damage Repairs now done:- A tie plate $15 \times \frac{1}{2}$ fitted on the upper deck beams by the side of the original tie plates for a length of 152 feet on each side; decks renewed over tie plate, also twenty seven strakes of deck planking renewed in wall of saloon deck house and twenty four deck planks renewed elsewhere at different parts of the deck. 54 ft of deck covering board renewed on Starboard side also 27 iron framed stanchions and 16 on the Port side repastered. Saloon deck house with fittings wholly renewed with iron; About 160 feet of rail renewed with E. I. Scale; 2 pairs of boat davits renewed and four pairs

Present Condition of the					
Decks <i>part new</i>	<i>Good</i>	Freemasts	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>	Pumps	<i>Good</i>
Comings	<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>From deck</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Good</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>3B 15 2K</i>
Topsides	<i>Good</i>	Ceiling	<i>Good</i>	Cables	<i>Good where seen</i>
Wales	<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps	<i>Good</i>
Plating	<i>Good</i>	Copper Paint When put on	<i>new</i>	Standing & Running Rigging	<i>Good</i>
Plank (Bottom) and Counter	<i>Good</i>	Caulking of	<i>Good</i>		
Engine Room Skylights	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.	<i>Good</i>			Cargo and Main Hatchways	<i>Good</i>
Scuppers	<i>Good</i>			Hatches	<i>Good</i>

General Observations, Opinion as to Class, &c. *She is now in a good and efficient condition and the Rule for S.S. No 2 having been complied with except as regards ransing the chain cables we are of opinion that she is eligible to remain as classed and to be noted S.S. Lm. No 2 when the cables have been ransed on the vessels return*

The Amount of Entry Fee ... £ *3* : : : received by me, *W. B. Daviey*
18/4/78 Special ... £ *6* : *6* : : *14 June 1878*
 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £)
 Committee's Minute *23rd April 1878*
 Character assigned *100 A 1*
Note the cables
Loop the Loop 70
23/4/78
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 © 2021 Lloyd's Register Foundation
 LON 662-0539

27/11/43. Jan.

pairs fared; two boat's skids renewed; companion to lupine room renewed; windlass and steering gear repaired; a number of wash boards renewed; Saloon furniture & fittings renewed; upper and lower decks recaulked and several small spars replaced.

The chain cables have not been roused; but the owner undertakes to rouse them on deck upon the vessels return from her intended voyage in about six weeks hence.

J. Healey
Wm. B. Davy



©2021

Lloyd's Register
Foundation