

# REPORT of SURVEY for REPAIRS, &c.

40095

No. 40095 (Received at London Tuesday February 17th)  
 No. in Survey held at London Date, first Survey Dec 7/80 Last Survey 11 Feb 4 1881  
 Reg. Book. 697 on the S. S. Emperor Master Leighton  
 TONNAGE under Tonnage Deck 1120 Built at Glasgow When built 1849  
 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 1501 Owners W. D. Liddell Port belonging to Hull  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm. 984 Residence  
 By whom built  
 Destined Voyage Mediterranean  
 If Surveyed Afloat or in Dry Dock Millwall dry dock and Union dry dock  
 (State Name of Dock)  
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 85 A 1 80  
 Last Survey, No. 25360 Port Iron Character in Register Book.  
 REPAIRS, OR EXAMINATION AS PER RULE S.S. No 3.  
 Cause of Repairs to be clearly stated.

This vessel left London in Nov<sup>r</sup> last for a port in the Mediterranean and shortly after leaving a leak was discovered and found to proceed in a hole in the garboard between the Loggia and Riggers where the plate had washed through; the vessel returned in consequence and the cargo was discharged, she was placed into dry dock for survey. The Owners subsequently decided to carry out the requirements of Special Survey No 3.

All the close ceiling has been removed, the coal bunkers cleared, the oxidation chipped or beaten off, Chain cables laid out on deck. Windlass of iron, and all other conditions of the Rules complied with. The plating has been drilled at places in each strake from keel upwards and with the exception of the topside strakes found to range from 7/16 to 1/2 in thickness, and the garboard strakes in some places extending over

Present Condition of the	Good	Needs Repairs	Good	Windlass and Capstan	Good
Decks	Good	Needs Repairs	Good	Windlass and Capstan	Good
Waterways	do	Breasthooks and Stenson	do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches	do	Boats	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	from deck
Planksheers	do	Keelsons	do	Sails	well found
Sheerstrakes	do	Clamps and Shelves	do	Anchors	No. of 12. 1 S. & Hedges
Topsides	do	Ceiling	do	Cables	complete
Wales	do	Rudder	do	Hawsers and Warps	sufficient
Plank (Bottom) and Counter	do	Copper (or Y.M.)	When put on	Standing & Running Rigging	good
Engine Room Skylights	do	Caulking of		Cargo and Main Hatchways	do
Coal Bunker, Openings, Lids, &c.	do	Bottom, Deck, & Waterways	do	Hatches	do
Scuppers	do				

General Observations, Opinion as to Class, &c.  
 This vessel is now in good condition and the requirements of P. R. No 3 have been complied with. We are of opinion she may remain as classed and the P. R. No 3. 81. recorded.

Thomas Longden  
 Surveyor

The Amount of Entry Fee ... £ 3 : : received by me, James Surpin  
 Special ... £ 8 : : 19/188  
 Certificate (if required) to be sent as per margin... } £ : :  
 Travelling Expenses, if any, £

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

Committee's Minute London February 22nd 1881.

Character assigned 85 A 1  
S.S. No 3-81

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



40095 Jan.

the length of Engine and Boiler space  $\frac{1}{16}$  at the angle of the  
strake.

The garboard strakes have now been doubled for 86 feet in  
width of the post referred to with plates  $\frac{1}{8}$ . Two strakes of  
topsides doubled with  $\frac{1}{16}$  plates and extending from  
short doubling plates previously fitted at the fore end,  
aft 200 feet and 180 feet. The frames in bulkheads at  
the upper timber deck found somewhat weaker, have  
been compensated for by adding 15 short <sup>doubling</sup> pieces of  
about 6 to 8 feet in length on each side. The ceiling belaid  
and replaced with new where required. The frames, plates  
& all painted inside and outside, and bottom coated  
as before.

\*. 65 feet of the third strake of topsides new on the St. side and  
60 feet of ditto renewed on port side.

Thomas Longdoen  
James Dupin



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Foundation