

REPORT of SURVEY for REPAIRS, &c.

No. *40095* (Received at London *Tuesday February 11th*)
 No. in Survey held at *London* Date, first Survey *Dec 7/80* Last Survey *11 Feb 81* 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 Awaiting Deck Owners *W. E. Liddell* Port belonging to *Hull*
 Ditto of Poop Residence
 Ditto of Raised Qr. Dk. By whom built
 Ditto of Houses on Deck Destined Voyage *Mediterranean*
 Gross Tonnage *1501* If Surveyed Afloat or in Dry Dock *Millwall dry dock and Union dry dock*
 Crew Space, as per Rule (State Name of Dock)
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *984*
 Length of Poop *253* ft. Ditto, Forecastle *360* ft. Ditto, Raised Quarter Deck *180* ft.
 Last Survey, No. *25360* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. No 3*
 Cause of Repairs to be clearly stated.

This vessel left London in Nov^r 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 Engine and Rollers where the late 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. Windlasses 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 $\frac{1}{16}$ to $\frac{1}{8}$ in thickness, and the garboard strakes in some places extending over

Present Condition of the	Good	Fair	Needs	Good	Windlass and Capstan	Good
Decks						
Waterways	de			de	Pumps	de
Comings	de			de	Boats	de
Upper Deck Beams & Fastenings	de			de	Masts, Yards, &c.	de
Lower Deck Beams & Fastenings	de			de	Condition, how ascertained	from deck
Planksheers	de			de	Sails	well found
Sheerstrakes	de			de	Anchors	No. of <i>20</i> 1 <i>1</i> & <i>2</i> Hedges
Topsides	de			de	Cables	complete
Wales	de			de	Hawsers and Warps	sufficient
Plank (Bottom) and Counter	de			de	Standing & Running Rigging	good
Engine Room Skylights	de			de	Cargo and Main Hatchways	de
Coal Bunker, Openings, Lids, &c.	de			de	Hatches	de
Scuppers	de			de		

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

Thomas Longdon
 James Surpin
 Surveyor to Lloyd's Register of British and Foreign Shipping.

he Amount of Entry Fee ... £ 3 : : received by me, *19/10/1881*
 Special ... £ 8 : :
 Certificate (if required) to be sent as per margin... £ : :
 Travelling Expenses, if any, £ : :
 Committee's Minute
 Character assigned *85A1*
 S.S. No 3-81
 ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.
 Lloyd's Register Foundation
 LONG65-0162

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the length of Engine and Boiler space $\frac{7}{16}$ at the angle of the stroke.

The fore and aft strakes have now been doubled for 86 feet in width of the post referred to with plates $\frac{8}{16}$. Two strakes of topsides doubled with $\frac{7}{16}$ plates and extending from short doubling plates previously fitted at the fore end, aft 200 feet and 180 feet. The frames in bunkers at the upper timber deck found somewhat wasted, have been compensated for by adding 15 short ^{doubling} pieces of about 6.68 feet in length on each side. The ceiling plates and replaced with new where required. The frames, plates & all painted inside and outside, and bottom coated as before.

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

Thomas Congdon
James Curpin



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