

REPORT of SURVEY for REPAIRS, &c.

No. *435* Survey held at *London* Date, first Survey *22 March* Last Survey *6 April* 1881
 Reg. Book. on the *S.S. "Windermere"* Master *Pauland*

TONNAGE under Tonnage Deck *598* Built at *London* When built *1857*
 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 *611* Owners *Saunders Bros.* Port belonging to *London*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm. *469* Residence
 By whom built
 Destined Voyage *✓*
 If Surveyed Afloat or in Dry Dock *Alongside Saunders Yard*
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *12.18* Character in Register Book. *S.S. No. 3.69*

Last Survey, No. *39904* Port *London* Classed *S.S. No. 3.69*

REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated.

This Vessel was recently surveyed, and as will be seen from the annexed report, the following defects were discovered:-
 In the fore Hold:- the Hold Beams in some cases 4 to 6 inches side round. Beam knees strained and pivots started from the frames; it was recom that those Beams be straightened, the pivoting of knees made good and angle iron ties fitted.
 In main Hold:- the reversed frames in many cases much wasted from bilge upwards, and also from the deep tank in this Hold upwards on both sides; and the Beams in this Hold in a similar condition to those in the fore Hold; it was recom that the wasted reversed frames be renewed, and the Beams made good and angle iron ties fitted as recom for those in fore Hold.
 The repairs done were, as will be seen from the report referred to.

Present Condition of the	Roof	Freemails/Pivots	Roof	Windlass and Capstan
Decks	<i>de</i>	Breasthooks and Stemson	<i>de</i>	<i>de</i>
Waterways	<i>de</i>	Transoms, Pointers, and Crutches	<i>de</i>	Pumps <i>de</i>
Comings	<i>de</i>	Timbers of the Frame at the openings	<i>de</i>	Boats <i>three</i> <i>de</i>
Upper Deck Beams & Fastenings	<i>de</i>	Ditto Ditto at other places	<i>de</i>	Masts, Yards, &c. <i>de</i>
Lower Deck Beams & Fastenings	<i>de</i>	Keelsons	<i>de</i>	Condition, how ascertained <i>from deck</i>
Planksheers	<i>de</i>	Clamps and Shelves	<i>de</i>	Sails <i>well found</i>
Sheerstrakes	<i>de</i>	Ceiling	<i>de</i>	Anchors No. of <i>30. 1 S & Reddys</i>
Topsides	<i>de</i>	Rudder	<i>de</i>	Cables <i>complete</i>
Wales	<i>de</i>	Copper (or Y.M.)	When put on	Hawsers and Warps <i>sufficient</i>
Plank (Bottom) and Counter	<i>de</i>	Caulking of	<i>de</i>	Standing & Running Rigging <i>good</i>
Engine Room Skylights	<i>de</i>	Bottom, Deck & Waterways	<i>de</i>	Cargo and Main Hatchways <i>de</i> Hatches <i>de</i>
Coal Bunker, Openings, Lids, &c.	<i>de</i>	Scuppers	<i>de</i>	

General Observations, Opinion as to Class, &c.

This Vessel appears now eligible to remain as classed

The Amount of Entry Fee ... £ *2* received by me, *W. H. Longdon*
 Special ... £ *3* 1881
 Certificate (if required) to be sent as per margin... £ *5*

Travelling Expenses, if any, £
 Committee's Minute *Tuesday April, 12th 1881*

Character assigned *S.S. No. 3.69*

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to, of a very unsatisfactory character.

Repairs now carried out! - The Hold Beams in fore hold straightened, the knees riveted where required and angle iron ties fitted on each side of Hatchway - from bulkhead to bulkhead.

In main Hold the Beams made good and ties fitted as in fore Hold - 18 reversed frames renewed on starboard side from lower to the upper turn of bulge and the gunwale alternately, and 14 ditto renewed on the port side - And nearly all the reversed frames from the deep tank in this Hold to gunwale renewed on both sides.

The recommendations made on the first survey have now been carried out.

Thos. Congdon



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