

REPORT of SURVEY for REPAIRS, &c.

No. *41231* (Received at London Office, *9/12/82*)

No. in Survey held at *London* Date, first Survey *Feb 21st* Last Survey *Feb 27th* 1882

Reg. Book. *587* on the *Iron screw steamer Lloyd* Master *Murray*

Official Number *587* TONNAGE under Tonnage Deck *799*

Ditto of Spar Deck, or Avon Deck *799*

Ditto of Poop *799*

Ditto of Raised Qr. Dk. *799*

Ditto of Houses on Deck *799*

Ditto of Forecastle *799*

Gross Tonnage *888*

Crew Space, as per Rule *888*

Register Tonnage, cut on Beam *888*

Engine Room *888*

Reg. Tons as St^rmer, cut on Bm. *564*

Built at *Newcastle on Tyne* When built *1869* YEAR. MONTH. *5 28*

Owners *Harris and Dixon* Port belonging to *London*

Residence *Office 81 Gracechurch Street London E.C.*

By whom built *Palmer and Co* Destined Voyage *Not Known*

Surveyed Afloat or in Dry Dock *Simethin dry dock* (State Name of Dock)

Length of Poop *40* ft. Ditto, Forecastle *33* ft. Ditto, Raised Quarter Deck *40* ft.

Last Survey, No. *40272* Port *Lon* Classed *B. 1*

REPAIRS, OR EXAMINATION AS PER RULE *for Special Survey No 3* Years assigned. *3.81*

Cause of Repairs to be clearly stated.

This vessel was placed in dry dock, the hold cleared, and all the close siding removed. The rivets, plates of keel, and flat of bottom examined; the coal bunkers cleared, the whole of the frames, stringers, keels, floor plates, keelson, engine and boiler bracers, ends of beams, water tight bulkheads, rivets, and inner surface of plating exposed; and all oxidation removed from the parts above named, and from the outside plating, rivets, keel, stem and stern post, the Waterways scraped bright, the flat of deck examined, and the tanks tested to a head of water equal to the height of light keel & made tight. Now done. Some rivets renewed in top plating of the double bottom. A few shifts of deck renewed where worn. The whole of the lining and bristles in fore-castle taken down and the surface of the plating properly chipped and the iron scale cleared, chipped and painted. Plating inside scraped, and the bottom & sides outside painted. The ceiling made replaced as before.

Present Condition of the

Decks	<i>good</i>	Transoms	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>do</i>	Breasthooks and Stenson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>good</i>	Boats	<i>do</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>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>examined</i>
Plank-sheers	<i>good</i>	Keelsons	<i>good</i>	Sails	<i>complete</i>
Sheerstrakes	<i>good</i>	Chains and Stays	<i>good</i>	Anchors No. of	<i>3 15 10 2 lbs</i>
Topsides	<i>good</i>	Ceiling	<i>good</i>	Cables	<i>not ranged</i>
Wales	<i>good</i>	Rudder	<i>good</i>	Hawsers and Warps	<i>good</i>
Plank (Bottom) and Counter	<i>good</i>	Copper (or Y.M.)	<i>good</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights	<i>good</i>	Caulking of Bottom, Deck, & Waterways	<i>good</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>			Hatches	<i>good</i>

General Observations, Opinion as to Class, &c. *Being in good and efficient condition and the requirements of the Rules for Special Survey Number 3 having been complied with this vessel is in our opinion eligible to remain as classed, and marked in the Register Book L.L. Lon No 3.82*

The Amount of Entry Fee ... £ *6 : 6 : -* received by me, *Wm. L. Carey*

11/2/82 Special ... £ *6 : 6 : -* 1882

Certificate (if required) to be sent as per margin... £ *4 : 4 : -*

(Travelling Expenses, if any, £ *0*)

Committee's Minute *Friday, March, 10th, 1882.*

41231 Lon

The plating being in good order and condition it was not considered
necessary to drill any holes to ascertain the thickness

~~Montgomery~~
Will E. Sweeney



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Lloyd's Register
Foundation