

Change of Owners &
REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London*
Reg. Book. *28* on the *Groen. S. S. Gainford* (late *John Brogden* Master) *W. D. Cameron*
Date, first Survey *November 1882* Last Survey *January 9th 1883*
(No. of Vessel) *1882*
Built at *Newcastle* When built *1866*
Owners *Breslau & Co* Port belonging to *London*
Residence
By whom built *Mitchell &* Destined Voyage *Swansea & Dieppe*
If Surveyed Afloat or in Dry Dock *W. Walkers dry Dock, Deptford & Afloat*
(State Name of Dock)
Length of Poop *ft. 119* Ditto, Forecastle *ft. 54* Ditto, Raised Quarter Deck
Last Survey, No. *15893* Port *New* Classed *S. S. Sws N° 3-81* Character in Register Book. *B*
REPAIRS, OR EXAMINATION AS PER RULE *for Equipment & Damage repairs* *3, 82*
Cause of Repairs to be clearly stated.

This vessel has now been placed in dry Dock the bottom examined and recoated with paint 3 plates renewed in the port quarter and 2 on the Starboard bow, the hawke pipes taken out and renewed with larger pipes to suit the larger cable necessary for the homage of the vessel, - the Windlass unhooked stripped and examined and refitted with new Wood linings and 5 new Cast Iron Whelps. Certificates have been produced for 210 fathoms of 1 1/8 Chain Cable tested to 3 1/2 Tons from Lloyds & Co Public Chain & Anchor Testing & Limited signed by Robert Burrell viz Certif N° 4188 for 135 fathoms and Certif N° 4189 for 75 fathoms both dated 16th February 1871. Also Certificate N° 3147 from Lloyds Proving house Chester for 30 1/8 fathoms of 1 1/8 Chain Cable

Present Condition of the	Good	Treenails	Plants	Good	Windlass and Capstan	P. S. Don
Decks		Breasthooks and Stemson			Pumps	Good
Waterways	"	Transoms, Pointers, and Crutches		"	Boats	3
Comings	"	Timbers of the Frame at the openings		"	Masts, Yards, &c.	"
Upper Deck Beams & Fastenings	"	Ditto Ditto at other places		"	Condition, how ascertained by observation	
Lower Deck Beams & Fastenings	"	Keelsons		"	Sails	Sufficient
Plank sheers	"	Clamps and Shelves	Stringers	"	Anchors	No. of 3 B, 1 S, & 2 H
Sheerstrakes	"	Ceiling		"	Cables	laid 240 fathoms Sufficient
Topsides	"	Rudder		"	Hawsers and Warps	Sufficient
Wales	"	Copper (on Y M)	Renewed When put on	72 1/2 Tons	Standing & Running Rigging	"
Plank (Bottom) and Counter	"	Caulking of			Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good		Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good			

General Observations, Opinion as to Class, &c.

This vessel is now in good and efficient condition and eligible in my opinion to be classed *B*

The Amount of Entry Fee ... £ 1 : 2 : 6 received by me, }
18/1/83 Special ... £ 2 : 2 : 0 }
Certificate (if required) } £ 5 : 5 : 0
to be sent as per margin... }

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Friday 19th January 1883



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Tested to 51 & 34 tons, signed by Andrew Jack. Certificate N^o 1946 for 30 fathoms of $\frac{7}{8}$ Chain, N^o 2764 for 15 $\frac{1}{4}$ fathoms of $\frac{7}{8}$ chain and N^o 2891 for 15 $\frac{1}{2}$ fathoms of $\frac{7}{8}$ chain, all tested to 20 $\frac{3}{4}$ & 13 $\frac{3}{4}$ tons, produced from River Wear Commission, signed by J. Hartness, Anchors, Certificate produced from Cardiff Working House N^o 1570 signed by Geo. W. Penn for 1st Bower ^{cut to 17" 6" 18"} tested to 18 $\frac{5}{6}$ tons, - for 2nd Bower, from River Wear Commission N^o 6240, = 16" 2" ^{cut to 17" 18" 1" 21"} tested to 17" 18" 1" 21" signed by J. Hartness, and for the 3rd Bower N^o 2457 - 14" 1" 14" ^{cut to 15" 19" 0"} tested to 15" 19" 0" from River Wear Commission signed by J. Hartness.

The following Anchors also now supplied
 1 Stream ^{cut to 5" 2"} tested to 7" 18" 1" 21", Certif N^o 8941 from River Wear, J. H. Hartness
 1st Kedge 2" 3-16 " " 5-8-0-0, Certif N^o 7131 " Chester, Andrew Jack
 2nd " 1-2-26 " " 4-4-1-0 Certif N^o 6484 " Chester, Andrew Jack
 Has 90 fathoms of 12 inch Sw rope, 90 fathoms of 10 in, Bowden, 60 fathoms of 8 inch, and 2 Warps 5 & 4.

J. W. Miles.



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