

REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London* Date, first Survey *7th July* Last Survey *2nd August 1883*
 Reg. Book. *124* on the *Iron Ship "Hartfell."* (No. of Visits) Master *J. W. Harman.*

TONNAGE under Tonnage Deck *1143* Built at *Glasgow* When built *1864*
 Ditto of Spar Deck, or Awning Deck Owners *W. Rome* Port belonging to *Liverpool*
 Ditto of Poop Residence
 Ditto of Raised Qr. Dk. By whom built *Barclay, Curle & Co* Destined Voyage
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *In the Ratchiff Dry Dock*
 Ditto of Forecastle (State Name of Dock)
 Gross Tonnage *1224*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1224*
 Engine Room
 Reg. Tons as Stmer, cut on Bm.

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Last Survey, No. *4508* Port *Dun* Classified *L.L. Liv. N° 3-79*
 REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. Society's Freeboard (if assigned) as painted on Ship
 State dates of any letters respecting this case

Special Survey N° 1.

This vessel has been placed in dry dock and the bottom examined and coated. The timber boards and ceiling in excess of one strake fore and aft on each side removed. The cement examined and repaired in a few places where necessary. The chain cables ranged and found complete. It appears from Report N° 4508 of survey held at Dundee on this vessel from June to July 1882 that the windlass having been out of order was then taken down and refitted after being put into good condition. The masts and spars have now been examined and all other requirements of the Rules complied with. The upper deck now renewed of yellow pine 4" thick fastened with galvanized iron nut and screw bolts from right forward to within the poop.

Two plates of the bowsprit renewed; the bowsprit doubled 7 feet in way of the knight heads (P.T.O.)

Present Condition of the		Rivets —		Windlass and Capstan	
Decks (new upper deck)	good	Transoms, Pointers , and Crutches	good	Pumps	good
Waterways	D ^c	Timbers of the Frames at the openings	D ^c	Boats	D ^c
Comings	D ^c	Ditto Ditto at other places	D ^c	Masts, Yards, &c.	D ^c
Upper Deck Beams & Fastenings	D ^c	Keelsons	D ^c	Condition, how ascertained by examination	
Lower Deck Beams & Fastenings	D ^c	Clamps and Shelves	D ^c	Sails	good
Planksheers	D ^c	Ceiling	D ^c	Anchors No. of	3 B. 1 S. 2 K
Sheerstrakes	D ^c	Rudder	D ^c	Cables	Complete — good
Topsides	D ^c	Copper (or I.M.) When put on		Hawsers and Warps	D ^c
Wales	D ^c	Cement (if Iron Ship)	good	Standing & Running Rigging	D ^c
Plating (Bottom) and Counter	D ^c	Caulking of Bottom, Deck, & Waterways	D ^c		
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good
				Cargo and Main Hatchways	good
				Hatches	good

General Observations, Opinion as to Class, &c.
 This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for special survey N° 1 having been complied with, to be marked in the Register Book L.L. Lon. N° 1283.

The Amount of Entry Fee ... £ — : — : received by me, *16 Aug 1883*
 10/18 Special ... £ 4 : 4 :
 Certificate (if required) to be sent as per margin... £ : 5 :
 (Travelling Expenses, if any, £)

Committee's Minute
 Character assigned

FRIDAY 13 AUGUST 1883

J. H. Truscott.
Senhouse Martindale
 Surveyor to Lloyd's Register of British and Foreign Shipping.

42681. Jan.

2. two longitudinal angle irons $5 \times 3 \times \frac{8}{16}$ " added, extending nearly the whole length of the bowsprit.

J. A. Truscott.



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Foundation