

REPORT of SURVEY for REPAIRS, &c.

4333!

TUESDAY 8 JAN 1884
(Received at London Office)

No. *1046* Survey held at *London* Date, first Survey *3rd Dec* Last Survey *3rd Aug* 18*84*
 on the *Iron Screw Steamer Benigo* (No. of Visits) Master *Saylor*
 TONNAGE under Tonnage Deck *1046* Built at *Glasgow* When built *1857*
 Ditto of Spar Deck, or Awning Deck Owners *Bailey & Co* Port belonging to *Glasgow*
 Ditto of Poop Residence *Smith & Pugh*
 Ditto of Raised Qr. Dk. Gross Tonnage *1309* By whom built *Smith & Pugh* Destined Voyage *Guinea*
 Ditto of Houses on Deck Register Tonnage, cut on Beam *996* ☒ Surveyed *Afloat* or in Dry Dock *Fletcher's Union Dk*
 Ditto of Forecastle Reg. Tons as St' mer, cut on Bm. *996* (State Name of Dock) Years assigned. Character in Register Book.
 Length of Poop *96* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *32* ft. Classed *A I*
 Last Survey, No. *4300* Port *London* Society's Freeboard (if assigned) as painted on Ship *12-52*
 REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. *SPECIAL SURVEY*
 State dates of any letters respecting this case *No 1* *Sept moulded 21-0"*

The vessel placed in dry dock, the bottom scraped examined and painted, the ceiling equal to one stroke all fore and aft removed also the lumber boards on each side of the Wheelson, the masts spars and general equipment examined. As the spaces between the floors were found to be dirty, additional strokes of ceiling were removed in the Holds before the Engine Room and procees cleaned out, the cement examined & the floors & spaces cement washed. In the after hold all the ceiling was taken up. The floor frames & plating clipped & beaten, the floors and spaces cement washed &c.

Present Condition of the	Good	Freeboards	Ports where seen	Good	Windlass and Capstan	Good
Decks		Breasthooks and Stemson	"	"	Pumps	"
Waterways	"	Transoms, Pointers, and Crutches	"	"	Boats	"
Comings	"	Timbers of the Frame at the openings	"	"	Masts, Yards, &c.	"
Upper Deck Beams & Fastenings	"	Ditto Ditto at other places	"	"	Condition, how ascertained	"
Lower Deck Beams & Fastenings	"	Keelsons	"	"	Sails	<i>1 Set</i>
Planksheers	"	Clamps and Shelves	"	"	Anchors	No. of <i>3 B - 18 - 2 K</i>
Sheerstrakes	"	Ceiling	"	"	Cables	<i>what seen Good (complete)</i>
Topsides	"	Rudder	"	"	Hawsers and Warps	<i>Sufficient</i>
Wales	"	Copper (or Y.M.) When put on	"	"	Standing & Running Rigging	<i>good</i>
Plank (Bottom) and Counter	"	Cement (if Iron Ship)	"	<i>Good</i>		
		Caulking of Bottom, Deck, & Waterways	"	"		

Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *good*
 General Observations, Opinion as to Class, &c. *This vessel, now appears in a sound & efficient condition eligible in my opinion to remain as classed. It is submitted that the notation S S 801. Lon 83 be recorded in the Register Book.*

The Amount of Entry Fee ... £ *5 : 5 : 0* received by me, *14/1 1884*
 Certificate (if required) to be sent as per margin... £ *5 : 5 : 0*
 (Travelling Expenses, if any, £ *—*)
 Committee's Minute
 Character assigned *A I*
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 FRIDAY 11 JAN 1884
 Lloyd's Register Foundation

43331 ^{Lon}

and other holds, scraped and painted. also 7 or 8
seventeen shell plates were removed in the Tween decks
aft, viz 10 on the Starboard quarter, and 7 on the port
these plates renewed, new Butt straps, solid liner being
worked behind frames ^{about 60}. Cut out rivets of 13 butts of keel
strake & renewed same straps & rivetted same. Repaired about
8 ^{small} frames, by refitting them. & 4 others, by new pieces on their
upper ends. Cut out rivets in frames, beam arms
and beam angles, where rust had either broken them or
forced the work apart. in all parts of the vessel
and rivetted same.

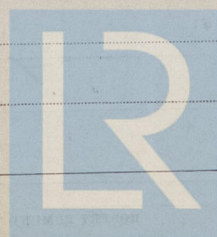
Repaired the frame, in the after hold on the Star side
which had been cut ^{out} previously also doubled 15 reverse
bars on each side of tunnel were worn & rusted.

Repaired several frames in ^{after} coal Bunkers were
worn and wasted and also in side coal bunker.

Fitted pillars under Steam crane before Bulk?
Cut rivets out of after side of Hatchway to Coal
bunker and closed up same and re-rivetted & repaired
~~at~~ the side coal Bunkers sides were worn & rusted away.
Refitted one deck pump in Small bunker, renewing
lead suction pipe. Fitted shoe piece at fore foot
of stem where much worn.

The cabins rebuilt aft. & the store room refitted.
Several defective deck cranks removed on main
deck forward and renewed. and all the deck
planks of the bridge deck were worn down to 2 1/2 ins
and under keelson, and relaid with 3/8 inch
pine. & recaulked

Edward John Lerney



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