

REPORT of SURVEY for REPAIRS, &c.

43589
TUESDAY 5 FEB 1884
(Received at London Office)

No. 287 on the S/S THORN BROUGH Survey held at London Date, first Survey 25th July Last Survey 31st July 1884
 Reg. Book. 629 (No. of Visits) 1 Master Lick
 Tonnage under Tonnage Deck 629 Built at Newcastle When built 1876 - 8
 Ditto of Spar Deck, or Awning Deck Owners Edward Lick Port belonging to London
 Ditto of Poop Residence London
 Ditto of Raised Qr. Dk. By whom built Lamm & Co Destined Voyage Pernewé
 Ditto of Houses on Deck Reg. Tons as St^rmer, cut on Bm. 463 Surveyed Afloat or in Dry Dock London Holland
 Ditto of Forecastle Length of Poop ft. Ditto, Forecastle 26 ft. Ditto, Raised Quarter Deck 21 ft.
 Gross Tonnage 739 Years assigned. Character in Register Book.
 Crew Space, as per Rule Cloned 90A.1
 Register Tonnage, cut on Beam S. S. Act - 80 11.83.
 Engine Room Society's Freeboard (if assigned) as painted on Ship.
 Reg. Tons as St^rmer, cut on Bm. 463 MOULDED DEPTH of Ship, if not yet recorded in Register Book.

Last Survey, No. 17159 Port Duge Cause of Repairs to be clearly stated. Special Survey No 2
 REPAIRS, OR EXAMINATION AS PER RULE State date of any letters respecting this case

This vessel was placed in dry dock, the bottom examined scraped and painted. The chain cables ranged & the masts & spars closely examined, the timber boards at the wings of the ballast tanks lifted, the waterways cleared & the spaces cement washed. The tanks cleaned out, the cement repaired, and some loose ceiling at after end of tanks across ship removed. The manhole covers refitted, and when the vessel was lying afloat in the Victoria dock the sea cocks were opened and ran up full of water as ascertained by sounding with a lead & water to the light line, and as far as could be seen

Present Condition of the Decks	<u>Good</u>	Treenails	<u>Reets where run</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>4</u>	Breasthooks and Stemson	<u>4</u>	Pumps	<u>4</u>
Comings	<u>4</u>	Transoms, Pointers, and Crutches	<u>4</u>	Boats	<u>3</u>
Upper Deck Beams & Fastenings	<u>4</u>	Timbers of the Frame at the openings	<u>4</u>	Masts, Yards, &c.	<u>4</u>
Lower Deck Beams & Fastenings	<u>4</u>	Ditto Ditto at other places	<u>4</u>	Condition, how ascertained	<u>from deck</u>
Planksheers	<u>4</u>	Keelsons	<u>4</u>	Sails	<u>1 Suit good</u>
Sheerstrakes	<u>4</u>	Clamps and Shelves	<u>4</u>	Anchors	<u>No. of 3/13 18-2A</u>
Topsides	<u>4</u>	Ceiling	<u>4</u>	Cables	<u>ranged good</u>
Wales	<u>4</u>	Rudder	<u>4</u>	Hawsers and Warps	<u>Sufficient</u>
Plank (Bottom) and Counter	<u>4</u>	Copper (or I.M.) When put on (State if on Felt.)	<u> </u>	Standing & Running Rigging	<u>good</u>
Engine Room Skylights	<u>good</u>	Cement (if Iron Ship)	<u>Good</u>		
Coal Bunker, Openings, Lids, &c.	<u>good</u>	Caulking of Bottom, Deck, & Waterways	<u>4</u>		
General Observations, Opinion as to Class, &c.	<u>This vessel now appears in a sound and efficient condition, and eligible in my opinion to remain as classed with the notation of S. Lon No 2-84 recorded in the Register Book.</u>				

The Amount of Entry Fee £ 4.4.0 received by me, Edward Lick
 1884 Special £ 4.4.0 1884
 Certificate (if required) to be sent as per margin... } £ " : " : "
 (Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned 90A.1 S.S. No 2-84
 FRIDAY 11 MARCH 1884
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

The tanks appear tight
 An objectionable repair on port bow made
 good by cutting out the ragged portion of the
 damaged plate which projected inside, a piece
 of plate was ~~re-~~ fitted in place thereof, and
 the edges of each being riveted to the patch outside.
 A portion of one butt on the port bow re-riveted.
 Several reverse frames repaired in both holds
 also cargo battens removed where necessary.

The Bulwark forward in wake of main
 and fore hatch, padded by wood pad and
 covered with $\frac{1}{16}$ iron plate which turned over and
 protected rail.

An additional steam trunk was
 fitted to fore hatch on port side, the deck being
 strengthened by angle irons + wrought iron
 pillars.

Edward Jno Murray
 John J. Roberts