

REPORT of SURVEY for REPAIRS, &c.

43589

TUESDAY 5 FEB 1884

(Received at London Office)

No.

No. in Reg. Book.

Survey held at *London*

Date, first Survey *25th July*

Last Survey *31st Jan 1884*

1884

287 on the *S/S THORNTHROUGH*

(No. of Visits)

Master *Lick*

YEAR.

MONTH.

TONNAGE under Tonnage Deck *629*

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage *739*

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St^rmer, cut on Bm. *463*

Built at *Newcastle*

When built *1876 - 8*

Owners *Thornthorpe & Co*

Port belonging to *London*

Residence *London*

By whom built *Lamm & Co*

Destined Voyage *Peru & Genoa*

Is Surveyed Afloat or in Dry Dock *Doutous*

(State Name of Dock)

Character in Register Book.

Length of Poop

ft.

Ditto, Forecastle *26*

ft.

Ditto, Raised Quarter Deck *21*

ft.

Last Survey, No. *17159* Port *None*

Classed *90 A. 1*

S. S. No. *1183*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

State date of any letters respecting this case

Special Survey No. 2

Society's Freeboard (if assigned) as painted on Ship.

MOULDED DEPTH of Ship, if not yet recorded in Register Book

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

Good

Treenails

Ports where run in

Windlass and Capstan

Good

Waterways

4

Breasthooks and Stemson

4

Comings

4

Transoms, Pointers, and Crutches

4

Upper Deck Beams & Fastenings

4

Timbers of the Frame at the openings

4

Lower Deck Beams & Fastenings

4

Ditto Ditto at other places

4

Planksheers

4

Keelsons

4

Sheerstrakes

4

Clamps and Shelves

4

Topsides

4

Ceiling

4

Wales

4

Rudder

4

Plank (Bottom) and Counter

4

Copper (or I.M.)

When put on

(State if on Felt.)

Good

Cement (if Iron Ship)

Good

Caulking of Bottom, Deck, & Waterways

4

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 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.

The Amount of Entry Fee £

1/4 Special £

received by me,

4 4 0

1884

Certificate (if required)

to be sent as per margin...

£

£

£

£

(Travelling Expenses, if any, £)

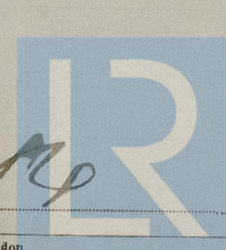
Committee's Minute

Character assigned

90 A. 1

FRIDAY 21 MARCH 1884

S. S. No 2-84



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Lloyd's Register Foundation

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

LONG 72-0241

also sent on the Machinery

See

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

(Insert Character precisely as in Register Book.)

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-riveted~~ 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 wrench was fitted to fore hatch on port side, the deck being strengthened by angle irons + wrought iron pillars.

Edward Jno Hursey
John J. Roberts