

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

No. 43472

No. in Survey held at London

Date, First Survey 21st April Last Survey 7th May 1884

Reg. Book.

(No. of Visits

618 on the Barque "Silver Eagle"

Master Stoesen

TONNAGE under Tonnage Deck 206

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 949

Crew Space, as per Rule

Register Tonnage, cut on Beam 909

Engine Room

Reg. Tons as St' mer, cut on Bm.

Built at Troon

When built 1861

Owners Stoesen

Port belonging to Langsund.

Residence Langsund, Norway

By whom built Portland Sh. Co. Destined Voyage

If Surveyed Afloat or in Dry Dock In Canal Dry Dock.

(State Name of Dock)

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Qr. Deck

ft.

Last Survey, No. 42491 Port London

H.T. Lon. Pl. Cont. Lon. June 75

Classed 9

REPAIRS, OR EXAMINATION AS PER RULE

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage to be separate from Repairs from other causes.)

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

in salt water

in fresh water

State dates of any letters respecting this case

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

In this case the Master applied for an extension of class. The requirements of the Rules for further continuation on the A character, also for the character A in red were pointed out, but not complied with. The following however has now been done viz: the bottom of vessel sighted and the yellow metal sheathing found in good condition. The caulking of the bottom tested at several places & found good. A listing 3" wide cut out of bottom planking 10ft. in length at two places in the flat on each side amidships. A listing 2 1/2" wide cut out of wales in way of fore, main & mizen rigging on each side. A listing cut out of the outside planking on starboard bow and at each buttock. The timbers examined at the above mentioned listings & found in good condition. A few treenails driven out at bilge & found good. The outside planking from the metal line to the height of upper deck plank sheer has been scraped bright but no

Present Condition of the

Decks	good	Treenails <del>on Decks</del>	good	Windlass and Capstan	good
Waterways	Do	Breasthooks and Stemson	Do	Pumps	Do
Comings	Do	Transoms, Pointers, and Crutches	Do	Boats	Do
Upper Deck Beams & Fastenings	Do	Timbers of the Frame at the openings	Do	Masts, Yards, &c.	see remarks
Lower Deck Beams & Fastenings	Do	Ditto Ditto at other places	Do	Condition, how ascertained by examination	
Plank sheers	Do	Keelsons	Do	Sails	good
Sheerstrakes	Do	Clamps and Shells	Do	Anchors No. of	3 B. 1 S. 2 K.
Topsides	Do	Ceiling	Do	Cables	good
Wales	Do	Rudder	Do	Hawsers and Warps	Do
Plank (Bottom) and Counter	Do	Copper (Y.M.) good When put on 5, 23		Standing & Running Rigging	Do
Engine Room Skylights		(State if on Felt.) yes		Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.		Cement (if Iron Ship)		Hatches	good
Scuppers		Caulking of Bottom, Deck, & Waterways	good		

General Observations, Opinion as to Class, &c.

This vessel except as regards the masts &c. above mentioned is in good and efficient condition and eligible in my opinion to retain her present class, omitting the figure I & that the figure I be withheld until the masts &c. already alluded to have been made good. The mark O to be inserted over the figure I.

Entry or Registration Fee ...	£	—	:	—	:	—
(per Section 27, Scale I. or II.)						
Survey Fee (per Section 28)	£	1	:	1	:	—
Special Damage Fee (per Section 28)	£	:	:	:	:	:
* Certificate (if required) ...	£	:	:	:	:	:
Travelling Expenses (if any) ...	£	:	:	:	:	:
Second Surveyor's Fee (if any) ...	£	:	:	:	:	:

Committee's Minute

Character assigned

FRIDAY 9 MAY 1884

Signature of Surveyor

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

This vessel appears eligible to remain as Classed Cont 9 yrs from June '75 as recommended, and to have the black ring inserted over the figure 1



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stages made for examination of the same. The chain cables ranged. The masts and spars examined and found good except as regards the following viz: the fore mast defective requiring to be renewed; the fore & main topmasts to be further examined; the mizen brussle trees & bolster also require to be further examined and repaired.

This vessel has also been examined to ascertain if she merits consideration for an improved class under the mixed material rule & amended Table A or on account of the yellow metal fastenings. It appears from the 1<sup>st</sup> entry report that the upper deck beams, the topsides (4 strakes), the upper deck waterway, the plank keel & part of the sheerostrake are of teak 16 years material. <sup>No opportunity to verify the same!</sup> The remaining materials are of the 12 years grade. According to 1<sup>st</sup> entry report this vessel is "fastened with yellow metal bolts to the entire exclusion of iron, with the exceptions allowed as per Rule Section 46." The iron bolts inside have however been ascertained to be not galvanized.

This vessel was originally classed 13 A.1 viz:

12 years Table A
1 year metal fastenings.
<u>13 years</u>

And according to the Rules she therefore does not appear eligible for an improved class.

J. H. Truscott

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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