

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

MONDAY 17 AUGUST 1885

No. in Book *534* Survey held at *London* Date, First Survey *9th May* Last Survey *5th August 1885*
 on the *Iron Barque "Hudson."* Master *Thomas.*

TONNAGE:— Built at *Stockton* By whom *M. Pearse & Co* When *1869* 3rd
 NET *797* Owners *Shaw, Savill & Albion Co (Lim.)* Port belonging to *Southampton*
 GROSS *848* Owner's Address
 UNDER DK. *764* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *In Dry Dock* Name of Dock *Ruggs* Destined Voyage *New Zealand.*
 Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *43582* Port *Lon* *S. S. Lon. N^o 3-84.* **A. 1.*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in fresh water ft. ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE *Damage repairs & S. S. N^o 3.*

Damage repairs. All the close ceiling removed. The cargo battens in the lower hold also removed. All oxidation beaten or chipped off the plating, frames &c. The cement examined and found to be adhering well to the iron. One plate on the port side forward, in the third strake below the sheerstrake, taken out, faired and replaced. On the port side seven bulwark plates & eight bulwark stanchions renewed & seven bulwark stanchions refitted, five bulwark stanchions on starboard side refitted. Three lengths of main rail on the port side & one length on the starboard side renewed. Three lengths of topgallant rail on the port side renewed. The topgallant rail round the stern also the mouldings and carved work there renewed. The whole of the upper deck renewed of 4" yellow pine fastened with galvanized iron nut and screw bolts (part only of this new deck due to damage). The forecasle deck renewed of 3" yellow pine fastened with galvanized iron nut & screw bolts. One length of covering board of forecasle renewed on port side of tank.

PRESENT CONDITION OF THE							
Decks	<i>(new deck) good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>D^o</i>	Transoms or Rivets	<i>D^o</i>	Rudder (pintles rebushed)	<i>D^o</i>	Masts, Yards, &c.	<i>D^o</i>
Comings	<i>D^o</i>	Breasthooks and Stemson	<i>D^o</i>	Windlass & Capstan	<i>D^o</i>	Condition, how ascertained	<i>by examⁿ</i>
Up'r Dk. Beams & Fastenings	<i>D^o</i>	Transoms, Pointers, & Crutches	<i>D^o</i>	Pumps	<i>D^o</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>D^o</i>	Timbers of Frame at the openings	<i>D^o</i>	Cement (If Iron Ship)	<i>D^o</i>	Anchors No. of	<i>3 B 1 S 2 K</i>
Plank sheers	<i>D^o</i>	Ditto ditto at other places	<i>D^o</i>	Caulking of Bot'm, D'k, & Waterways	<i>D^o</i>	Cables	<i>270 fathoms - good</i>
Sheerstrakes	<i>D^o</i>	Keelsons	<i>D^o</i>	Copper, or V.M. (State if on Plate)		Hawsers & Warps	<i>D^o</i>
Topsides	<i>D^o</i>	Clamps & Shells		When put on		Standing & Running Rigging	<i>D^o</i>
Wales	<i>D^o</i>			Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>
Engine Room Skylights		Coal Bunker, Openings, Hds, &c.		Hatches	<i>D^o</i>		

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^o 3 having been complied with, to be marked in the Register Book "S. S. Lon. N^o 3-85."

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 3 : - : -
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : : :
 Survey Fee (per Section 28) £ 6 : 6 : 0
 Special Damage Fee (if any) (per Sec. 28) £ : : :
 Certificate (if required). See margin £ : 5 : -
 Travelling Expenses (if chargeable) £ : : :
 Second Surveyor's Fee (if any) £ : : :
 Committee's Minute

TUESDAY 18 AUGUST 1885

Character assigned

N. D. 85
Don 08

S. S. No 3-85

LLOYD EDWARD TAYLOR & SON, Commercial Steam Printers, 19 Old Street Goswell Road, London

Surveyor to Lloyd's Register of British & Foreign Shipping.



Lloyd's Register Foundation

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All the masts and spars now renewed except fore mast, bowsprit and fore yard. The top of after deck house renewed of 3" yellow pine (part only due to damage).

Another damage. 45 fathoms of chain cable and one bower anchor having been lost have now been renewed as follows viz: 45 fathoms & 2 ft size $1\frac{5}{8}$ inch stud link chain cable - breaking strain $66\frac{5}{10}$ tons - tensile strain $47\frac{5}{10}$ tons. ^{cwts. grs. lbs.} E. R. Sitt Sup^{dt} Tipton ^{tons. cwts. grs. lbs.} 18th May/85. Bower anchor weight ex. stock 26-0-10 - proof strain 25-14-1-14 - (D. G. Lewis Sup^{dt} Netherton near Dudley 8th July/85. The spindle of the windlass straightened and the main piece renewed of English oak. The chain cables have also been ranged and examined.

The midship deck house removed, and the fore deck house shortened 4 ft. To complete the special survey N^o 3, the vessel has been placed in dry dock and the bottom examined & found in good condition.

J. H. Truscott.