

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

MONDAY 25 OCT 1886

No. 46645

No. in Reg. Book.

Survey held at *London*

Date, First Survey *7th Oct.* Last Survey *15th Oct.* 1886

(No. of Visits *See*)

Master *C. Houston*

YEAR. MONTH.

172 on the *Steel Screw Steamer*

TEVIOTDALE

TONNAGE:—

Built at *Greenock*

By whom *R. Stute & Co.*

When *1882*

NET *1018*

Owner's *R. Mackill & Co.*

Port belonging to *Glasgow*

GROSS *1580*

Owners' Address

UNDER DEK *1447*

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Victoria Pontoons* Destined Voyage *New Orleans*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed

100 A 1

10.84

Last Survey, No. *144301* Port *Glasgow*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

S. S. No. 1 and Damage.

This Vessel has been examined on the Victoria Pontoons and afloat in the Victoria docks.

The Vessel was stated in the Log Book to have stranded on the South end of the St. Lucia Bank near Monte Video, on the 28th August 1886, on her voyage from Rosario to London. The bottom was found to be rubbed and chafed in places and has been cleaned & painted; two rivets in the fore foot of the keel were started and have been renewed; and the caulking of the aftermost garboard plates on the stern post was slightly started, and these have been recaulked. The hatches of ceiling have been lifted, the water ballast tanks emptied and together with the timbers cleaned out, and floors, framing and cement examined all fore and aft, and no further damage found to have been sustained. The tanks have been tested under pressure.

No. 3 & 4 holds were found to be very rusty and scaley and have now been sealed and painted. No. 1 & 2 holds are fitted up as meat chambers and

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Blank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>4</i>	<i>Good</i>	
Waterways		Transoms or Rivets		Rudder	"	Masts, Yards, &c.		"	
Comings		Breasthooks & Stemson		Windlass & Capstan	"	Condition, how ascertained	<i>Examined</i>		
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps	"	Sails		<i>Good</i>	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)	"	Anchor No. of	<i>3 B, 1 S, 2 K</i>		
Planksheers		Ditto ditto at other places		Caulking of Bottom, Dk, & Watrways	"	Cables		<i>Good</i>	
Sheerstrakes		Keelsons		Copper, or Y.M. (State if on Felt.)		Hawsers & Warps		"	
Topsides		Clamps & Shells		When put on		Standing & Running Rigging		"	
Wales				Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	"
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c	<i>Good</i>						

General Observations, Opinion as to Class, &c.:

The Vessel is in a sound and efficient condition, and eligible in my opinion to remain as classed, and to have S. S. No. 1 recorded in the Register.

Entry Fee (if chargeable) per Scale I, Sec. 27.
Office Fee (if chargeable) per Scale II, Sec. 27.
Survey Fee (per Section 28)
Special Damage Fee (if any) (per Sec. 28)
Certificate (if required) to be sent as per margin
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)

£ 3 3 -
£ 2 2 -
£ 5 -

received by me, *H.S.* 3-11-1886

Committee's Minute

TUESDAY 26 OCT 1886

Character assigned

100 A 1

S.S. No. 1-86

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

Charles H. Jordan



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are incalated throughout & portions of the linings and insulation have been removed from the sides of these holds for examination.

The fore and after peaks, compartments at after end of shaft tunnel and the coal bunkers have been examined.

And the masts, yards &c. have been examined and found in good order.

Chas H. Jordan

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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