

REPORT of SURVEY for REPAIRS, &c.

No.

Date of Writing Report 24th Sept. 1888

Port of London

Received in London Office,

TUES 25 SEPT 1888

No. in g. Book.

Survey held at London

Date, First Survey 17th Aug. Last Survey 19th Sept. 1888

528 on the Iron screw steamer BLYTHWOODE

Master W. Gibson

MONTH.

TONNAGE:—

Built at W. Hartlepool

By whom Denton, Gray & Co.

When 1870

NET

Owners Watts, Ward & Co.

Port belonging to London

GROSS

Owners' Address

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

ADDER DE.

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Union

Destined Voyage Antyric

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft.

ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No.

20939 Port

W. Fifth Survey Nov. 86

Classed

Underwritten Registry

A.I.I. 12.87.

(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) as painted on Ship } in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage

This Vessel has been examined in the Union Dry Dock, and in consequence of damage sustained through collision with the S.S. "Havarian", and sinking in the River Thames, on the 10th August 1888, has now undergone the following repairs:—

The bottom of the Vessel cleaned & painted, the rudder post straightened, the rudder unstopped, the upper pintle secured and its brace renewed, the nest pintle renewed and the main piece of the rudder straightened. Starboard side just abaft the foremast. The following plates renewed:—Three plates in the stem stake and three doubling plates thereto. two plates in each of the first & second stakes below the stem stake. three plates in the third stake, two plates in the fourth stake, and one plate in the fifth stake. Two plates in the main deck stringer. A portion of the foremast angle iron renewed. one plate in the hold beam stringer renewed, and two others straightened, a portion of the stringer angle iron renewed, and also four bracket plate and the double angle iron to one of them. A portion of the double angle iron bely stringer renewed. Four frames renewed from the P.T.O.

PRESENT CONDITION OF THE

Decks	Plank (Bottom) & Counter	Ceiling	Boats
Waterways	Treenails or Rivets	Rudder	4
Comings	Breasthooks & Stemson	Windlass & Capstan	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Condition, how ascertained from deck
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Sails
Planksheers	Ditto ditto at other places	Caulking of Bottom, D'k, & Watrways	Anchors No. of 3B, 1S, 2K
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Cables Ranged 300 fms. fwd
Topsides	Clamps & Shelves	When put on	Hawsers & Warps
Wales			Standing & Running Rigging
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Hatches
		Cargo & Main Hatchways	

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

The Vessel is in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...

Office Fee (if chargeable) per Scale II., Sec. 27...

Survey Fee (per Section 28)...

Special on 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)...

Committee's Minute

Character assigned

Fees applied for,

26 9. 1888

Received by me,

188

2/10/88

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



Lloyd's Register

LON684-0052 1/2

48786 Son

ballast tanks to the gunwale, and four others partly renewed. Four reverse frames renewed and three others partly renewed. Seven bracket plates connecting the heels of the frames to the wing plate of the ballast tank renewed. Three plates in the main deck plating renewed. Three main deck beams repaired, and two half beams renewed. Eight hold beams repaired. Three plates in the lower stake of bulwark plating renewed, one plate in the upper stake renewed, and one other faired and repaired, and one just before the prop renewed. One gangway door and one wash port lid renewed. Four large bulwark stanchions and one small ditto repaired. The toppland rail renewed from the forecath to prop, and the pin rail renewed. Port side ahead the fore hatchway. Two plates in the lower stake of bulwark plating renewed, and one other plate made fair, one wash port lid repaired. Three plates in the upper stake made fair, one plate at the fore part of prop renewed, two gangway doors repaired. Six large bulwark stanchions and two small ditto repaired. A portion of the toppland rail renewed, and the pin rail to fore rigging and clock to after end of forecath also renewed. One plate in the hold beam stringer made fair.

The plating and angle irons of the starboard side of the bulkhead at after end of main hold renewed. The cast iron frame to the watertight door renewed and its screw straightened. The forward end of the breaker bulkhead on the starboard side renewed. The wood lining to the donkey boiler casing at the after end of the main hold renewed. Five stanchions in the main hold and six twelve deck stanchions repaired. All the ceiling in the fore and main hold, most of the ceiling in the after hold, and most of the ceiling battens in each hold renewed, all having been previously removed together with ^{the ceiling in the bunkers and} the lining in the cabins, and all the surfaces of the iron work thoroughly cleaned and coated with boiled oil and two coats of white zinc and red lead paint. The water ballast tanks emptied and together with the timbers under the cupries & boiler and stoke hole thoroughly cleaned out and examined, and the floors, keelons, bearers &c. cleaned and coated with cement wash, and the ballast tanks tested under pressure. The chain cables taken out of the locker and the latter cleaned out. A plate in the fourth stake below the sheer stake on the port side of the after hold, and a plate in the second stake from the foreboard on the port side under the cupries removed for the purpose of washing the mud out of the vessel, the first named plate was found to be fractured and has been renewed, and the other plate has been replaced. The prop, forecath and cabin decks recaulked. Two plates in the iron bulkhead to the front of prop on the starboard side renewed, and the angle irons to the top and bottom of same partly renewed, four planks in the prop deck at that part renewed, and a new pump fitted. One plate in the upper stake of the prop side plating on the port side in way of the main rigging renewed, and two plates in the same stake and two in the lower stake on the starboard side renewed. The two prop ladders renewed in teak, and the original iron ladders repaired & fitted to forecath in place of two wood ladders. The chart house, stokehole ventilators, trimming hatchway cover, saloon skylight, cabin skylight, steering wheel and apparatus, prop

Iron Screw Steamer "BLYTHWOODE"

rail on port side, after brimble, wash boarding on each side of the prop, ^{and} the wood gunwale moulding on the port side of the prop repaired. The windlass and cable compressors cleaned and put in order. a new flange fitted to forecable stow funnel. The iron hand rail to forecable front straightened and one of the stanchions repaired. The forecable and fore peak cleaned & painted. A second hand winch fitted in place of No. 1 winch which was damaged, and a new winch fitted in place of No. 2 destroyed. The copper, ^{steam} pipe and iron casing & these winches renewed where badly damaged. No 3 steam winch cleaned and put in order. All the deck work and fittings cleaned and put in order. The cabins refitted, redecorated, upholstered and furnished as required. The rigging stripped and re-served, the ratlings renewed, the running gear repaired and renewed as required. the damaged sails repaired and made good. one complete set of sails supplied for life boat. Two 6 inch and one 5 inch ^{and a 3 1/2 inch steel wire hawsers} manilla hawsers, supplied. And a number of articles & fittings mentioned in the damage report of this date repaired and made good as required.

Apart from damage. One plate in the upper strake of the prop side plating on the starboard side aft in way of the W. C. found to be wasted through has been renewed. Two frames at the bunk of prop on the starboard side found to be wasted have been partly renewed, and a butt strap to the lower strake of prop side plating in way of same renewed. The starboard coaming plate and the coaming plates to the engine room skylight found to be very much wasted have been renewed. And several planks on each of the prop deck in way of the engine and boiler hatchways found to be much worn have been renewed. And several frames & reverse frames in the bunkers partly renewed.

Chas. H. Jordan