

20414

REPORT of SURVEY for REPAIRS, &c.

No. 20414

Port of *Newcastle*

Received in London Office,

MONDAY 27 JUNE 1887

No. in Reg. Book.

Survey held at *North Shields*

Date, First Survey *27th April* Last Survey *24th June 1887*

(No. of Vents)

on the *Wood Ship "Astoria"*

Master *E. Jackson* 87-77

YEAR.

MONTH.

TONNAGE:—

NET *1335.08*

Built at *North U.S.A.* By whom *Sawyer*

When *1875-9*

GROSS *1386.52*

Owners *J. Jackson*

Port belonging to *London*

UNDER DE. *1276.90*

Owners' Address *9 Victoria Chambers Westminster*

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

If Surveyed Afloat or in Dry Dock

Name of Dock *W. Smiths*

Destined Voyage *Singapore*

Length of Poop *29* ft.: of Forecastle *—* ft.: of Raised Or. Deck *—* ft.: Moulded Depth *25* ft. *8 1/2* ins.

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

Years assigned, if a Wood Ship.

Character in Register Book.

Not Classed

Last Survey, No.

Port

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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

See 54 Continuation 2nd Rule + Damage

No. 100. Vessel placed on blocks in dry dock. U.M. Sheathing stripped off hull & bottom. Sticks cleared. Stages made inside & out. Timber boards lifted. Air courses cleared. Outside plank scraped & dulled bright from light line to gunwale including plank sheer & waterways. A strake of plank in the topsides on each side removed all fore & aft. And a short skiff in each buttock. One plank on each side in the range of the lower deck beams removed in order to ascertain the condition of the fastenings. A strake of plank at first footlock heads removed all fore & aft outside. A new listing cut inside forward, and aft, one fifth the vessel's length at each end. A strake of deck removed on each side next the waterways. Bolts & treenails driven out at various parts as per Rule. Middle line bolts examined. Windlass

PRESENT CONDITION OF THE

Decks <i>Good</i>	Plank (Bottom) & Counter <i>Good</i>	Ceiling <i>Good</i>	Boats <i>Good</i>
Waterways <i>"</i>	Treenails or Rivets <i>"</i>	Rudder <i>"</i>	Masts, Yards, &c. <i>"</i>
Comings <i>"</i>	Breasthooks & Stemson <i>"</i>	Windlass & Capstan <i>"</i>	Condition, how ascertained <i>By animal</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Transoms, Pointers, & Crutches <i>"</i>	Pumps <i>"</i>	Sails <i>Sufficient</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Timbers of Frame at the openings <i>"</i>	Cement (if Iron Ship) <i>"</i>	Anchors No. of <i>3 B 1 S 2 K</i>
Plank sheers <i>"</i>	Ditto ditto at other places <i>"</i>	Caulking of Bot'm, D'k, & Waterways <i>"</i>	Cables <i>270 fathoms</i>
Sheerstrakes <i>"</i>	Keelsons <i>"</i>	Copper, or Y.M. (State if on Felt.) <i>"</i>	Hawsers & Warps <i>Sufficient</i>
Topsides <i>"</i>	Clamps & Shells <i>"</i>	When put on <i>6th March 87</i>	Standing & Running Rigging <i>Good</i>
Sides <i>"</i>			Hatches <i>"</i>
Engine Room Skylights <i>"</i>	Coal Bunker, Openings, Lids, &c. <i>"</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>

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

This vessel is now in good & efficient condition. The whole of the survey has been complied with. And in our opinion is eligible to be marked in the Register Book Cont. Nov 85-74 years.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : - : -
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - : - : -
Survey Fee (per Section 28)	£ 24 : 3 : -
Special on Damage, Fee (if any) (per Sec. 28)	£ - : - : -
Certificate (if required) to be sent as per margin	£ - : 5 : -
Travelling Expenses (if chargeable)	£ - : - : -
Second Surveyor's Fee (if any) <i>Survey appears</i>	£ 1 : 1 : -

Fees received by me, *25 June 1887 WLS*

C. Mentelberg William L. Thompson
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned *Good 7 A 1 from 1874*

TUESDAY 28 JUNE 1887

overhauled. Cables ranged. Masts & spars examined. And the vessel resalted according to Rule.

Damage Repairs - One shift of main keel and 2 shifts of hanging keel renewed. 10 Floors & shifts of main Hog & Rider Keelson. 8 shifts of Sister Keelson. 3 shifts of thick stuff at floor heads on Starboard side, and 5 on Port renewed. 4 shifts of ceiling in flat on Starboard side and 3 on Port renewed. About 500 feet of ceiling in flat refitted. Iron nails renewed from light line to keel between fore & main rigging. 6 Decks and 6 Hold beams renewed. 8 Iron riders fitted to hold beams extending over floor heads $5\frac{1}{2} \times 3\frac{1}{2}$. 4 short hanging timbers on Starboard side and 3 on Port 5×3 fitted to deck beams. New head ledge fitted to main hatch coamings. & hatches repaired.

Mizen topmast, fore upper topsail yard and fore main, & mizen top gallant masts renewed with Pitch Pine. Rigging lifted and overhauled. 2 New Boats supplied. The vessel caulked from keel to 3 seams inside waterway, and sheathed to load line with yellow metal over Felt.

The keel has been renewed with American Oak. Floors with Dantzic oak. Outside plank Beams & Ceiling with Pitch Pine. Middle line bolts of Iron, and all through fastenings of yellow metal.

anchors and chains have been retisted 105 fathoms of 178 Cable has been supplied tested at Low Walker June 13th 187 - One Bower Anchor 36.0.0 N^o of Certificate 10120. One 30.1.0. N^o of Certificate 10122. and a stream 10.2.21. N^o of certificate 10123. tested June 18th 187 by R. Burrell Superintendent. One new 9/2 Manila hawser has been supplied.

G. Mentelberg William L. Sharpe



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Lloyd's Register

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