

2528. (if not already recorded)  
Surveyed Afloat or in Dry Dock? at

Name of Dock

Line

Destined Voyage

feet.

of Classification  
ty as in Reg

FACTOR.  
ial Survey.  
Survey and of  
al Surveys.

41

2 dk

board

17

d (if ass  
nd n

thi

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)

W858-0052(213)



of Havre  
17<sup>th</sup> March 1917

P. Demarest

Captain E. Mullet, the owners' representative,  
Survey the steel steamer "Meuse" of  
La Rochelle, 40 $\frac{1}{2}$  tons gross, while lying afloat  
at Havre upon the 26<sup>th</sup> Feb. 1917 for the  
purpose of ascertaining the nature and  
extent of the damage stated to have been  
caused by heavy weather upon the voyage  
to New York and back to Havre between the  
20<sup>th</sup> Dec. 1916 and the 9<sup>th</sup> Feb. 1917.

For further particulars, see Log Book.

Upon examination there  
was found -

Windlass, main port side  
Shaft slightly strained.

It was therefore  
recommended that -

Shaft be drawn  
dressed up by filing  
bolsters be cast and  
up as necessary.

Taffrail, 3 stanchions and  
about 40 ft. of transrails

may be retained; a  
new set of



© 2020

Lloyd's Register  
Foundation

RE  
SURVEYORS OFFICE

Surveyor to Lloyd's



J.S. "Mexico" No. 2

Sail Struck - One abreast it be removed, and  
a. 4. H. & two Starb. One and replaced.

Good section on top of wing. It be recanted.

Houses started.  
Wood deck of wharves navigating It be recounted.  
Ends started.

Steam pipe covers to windlass They be removed, tinned,  
torn away from their fastenings and refitted in place.  
for a length of about 6 inches,  
and crushed.

<p><u>Bulwark</u> on port side, abreast fore deck house, cut in, with 2 long struts supporting the house top, the bulk angle rail bar, and a gunway door.</p>	<p>One plate, two struts one door complete and one couple of rail bar be removed, raised and replaced.</p>
---	--

Wood deck of lower hanging bridge, canting starboard.	It be secured.
---	----------------

Port after Lifboat - one pair They be spotted.  
at clocks started.

Valley Sky Light one flap Is he soldered  
Broken

Sperm sea lead chains 2 1/2 lbs each

Wm. Hart Auctioneer



U.S. "Inense" No. 3

add to fire heat tank  
places and one to  
No. 1 Ballast tank broken  
in the necks - lead pipes.

refitted in the head  
flanges replaced.



Generally, all rivets  
and disturbed  
work be finished  
and coated in a  
manner similar  
to corresponding  
parts of the  
vessel.

The above recommendations are made  
with a view to putting the ship in the  
same good and efficient condition as  
she was in before the damage was  
sustained, and if, in carrying them out,  
further damage be revealed, it should  
form the subject of further recommendation.

*C. Demarest*



1858-0052(313)

of Classification  
as in Reg

FACTER.  
and Survey.  
Survey and of  
al Surveys.

41

qk

board

17

board (if as  
ship and no

ices for th

whom? by

ed

K

917.

Items: -

Copper,  
(Sta  
Whe

Boats

Masts,

Conditio

(Sta

Sails

Equipm

Anch

Cables

"

"

Haws

Standi

the vessel in th

"to remain

dition

ut



© 2020

Lloyd's Register  
Foundation

SURVEYORS OFFICE

Surveyor to Lloyd

Second Surveyor's Fee (if any)

19