

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 18** Survey held at **Malta** Date, first Survey **Jan 19 77** Last Survey **Jan 30 79**
 on the **Iron S.S. "Compton"** Master **J. Roy**
 Tonnage under Tonnage Deck **1804** Built at **Newcastle** When built **1878**
 Ditto of Spar Deck, or Awaiting Deck **1186** Owners **A. S. Milburn** Port belonging to **London**
 Ditto of Poop **1186** Residence **Newcastle**
 Ditto of Raised Qr. Dk. **1186** By whom built **Richardson** Destined Voyage **Antwerp**
 Ditto of Houses on Deck **1186** If Surveyed Afloat or in Dry Dock **On Hydraulic Dock in Antwerp**
 Gross Tonnage **1804**
 Crew Space, as per Rule **1186**
 Register Tonnage, cut on Beam **1186**
 Engine Room **1186**
 Reg. Tons as St mer, cut on Bm. **1186**
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.**
 Last Survey, No. **20432** Port **Ron** Classed **+ 100. A1**

REPAIRS, OR EXAMINATION AS PER RULE

This vessel grain laden from Odessa bound to Antwerp shifted her cargo off board & put back to Malta. In attempting the entrance of the Grand Harbour with a heavy list she refused her Starboard helm & struck on St Elmo point. She was got off after jettison & discharge of part of her cargo, beached on the mud in the Quarantine Harbour, & after discharging all the sound grain was lifted on the Hydraulic Dock for examination & repair.

Surveyor for Owners & Underwriters, Mr Davidson.
 Lloyd's, the undersigned.

The principal damage was in Fore hold the vessel having been pinned by rocks through both bilges smashing up plates & floors, but leaving keel intact. The stem and

Present Condition of the	Good	Greenails	Good	Windlass and Capstan	Good
Decks	Good	Breasthooks and Stemson	Good	Pumps	Good
Waterways	Good	Transoms, Pointers, and Crutches	Good	Boats	Good
Comings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	Good
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Sails	Good
Planksheers	Good	Clamps and Shelves	Good	Anchors No. of	1
Sheerstrakes	Good	Ceiling	Good	Cables	Good
Topsides	Good	Rudder	Good	Hawsers and Warps	Good
Wales	Good	Copper	Good	Standing & Running Rigging	Good
Plant (Bottom) and Counter	Good	Caulking of	Good	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good	Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good		

General Observations, Opinion as to Class, &c. **The damages to this vessel were entirely local, & having all been made good in the best possible manner, I consider her fit to resume her original class in our Books.**

The Amount of Entry Fee ... £ : : received by me, **19 1879**
 Special ... £ : :
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £ : :)

Committee's Minute **11th February, 18 79.**
 Character assigned **100A**
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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 IRON482 - 0294(1/2)

Slightly twisted at round of forefoot, & edges of garboard to the plate broken as will be seen by annexed photographs.

The following is a Summary of work done.

Stem Forefoot

Bent & Straightened.

Fore Hold.

Floors

Fourteen floors were found bent & broken. Twelve were replaced with new, where it was found necessary to piece same they were double butt-shaped & triple riveted. Two floors were bent & straightened in position.

Frames Starboard

Fourteen frames & reverse bars were cut & scarped with bosom pieces. One frame slightly bent was bent & straightened in position.

Frames Port

Five frames & six reverse bars were cut & scarped with bosom pieces. One frame & one reverse bar slightly bent were bent & straightened in position.

Plates Star

Strakes.

A	B	C	D	E	Total
2	4	3	2	1	12
4	2	1	.	.	7
2	.	.	.	1	3
.

Starboard Side

2

4

3

2

1

12

Port Side.

4

2

1

.

.

7

Removal bent &

Starboard Side.

2

.

.

.

1

3

Straightened

Port Side.

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Straightened without removal

Six bulged plates on Starboard side & one bulged plate on port side were carefully bent & straightened without removal.

Bilge Keelson

The Starboard bilge Keelson run up & cracked for 20 feet was replaced with new & all new legs necessary.

Rivets.

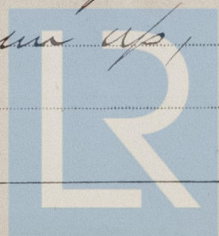
The whole of the rivets were carefully examined, & where found defective, cut out & replaced with new.

Butts.

All shell butts were carefully examined & caulked where necessary.

Tanks.

The tanks fore & aft were examined for traces of the effects of the grounding, also in the wake of bulkhead of fore hold which although well shored up had the whole weight of cargo & water against it; all the cement was found in first rate order, no signs of starting or cracking. On floating the vessel the tanks were run up, tested & found tight.



Cocks, Pipes &c. All air pipes, sounding Suction pipes, sea cocks, sluice valves & pumps were examined & found in good order.

Cement. The whole of the Cement in fore hold was cut out & replaced with new.

Ceiling. The ceiling fore aft has been examined. The whole of that in fore hold removed, & about half of it damaged by the grounding, replaced with new.

Decks. The decks were tried & found in good order.

Paint. The vessel has been painted in fore hold, also outside & bottom coated.

Hardware &c. Sundry hardware, running gear, tarpaulins &c. lost or destroyed during the time the vessel was aground have been replaced with new.

Engines &c. The Engines & Boilers have been overhauled, tried under steam, & annexed is a Survey Report in same by Mr. Nicholiffe.

Minton.
Surveyor.
Lloyd's Register.