

REPORT of SURVEY for REPAIRS.

Rev 23/5/70

No. in Reg. Book. **377** No. **1114** Survey held at **S. Shields** Date, first Survey **3rd May** Last Survey **6th May 1870**
 on the **Iron Bk "Lizzie Leslie"** Master **N. O'Leary**
 Tonnage **370** built at **S. Shields** When built **1866, 10 mo.**
 By whom built **Readhead & Co.** Owners **Lurpie & Co.**
 Port belonging to **N. Shields** Destined Voyage **Demerara**
 If Surveyed Afloat or in Dry Dock **On a Slipway**
 Last Survey, No. **5968** Port **Iron.** Classified **B. 1.**
12.67

REPAIRS, &c.

The timber boards and ceiling equal to one stake, all fore and aft on each side, removed for survey. On examining the vessel the cement was found to be much worn and broken, in consequence of which, the whole of the ceiling in the hold to the upper turn of bilges has been removed, and the bottom re-cemented throughout. The floor plates, and inside of plating scraped and painted, and the bottom scraped and coated with three coats of Black Varnish, and the ceiling in hold replaced.

Present Condition of the

Decks	good	Treenails	Good wherever	Windlass and Capstan	good
Waterways	"	Breasthooks and Stems	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	from inspection & inquiry
Planksheers	"	Keelsons	"	Sails	good
Sheerstrakes	"	Clamps and Shelves	"	Anchors No. of 3/15.24	"
Topsides	"	Ceiling	"	Cables	"
Wales	"	Rudder	"	Hawsers and Warps	"
Plank (Bottom) and Counter	"	Copper Cement When put on	now	Standing & Running Rigging	"
Engine Room Skylights	"	Caulking of	"		
Coal Bunker, Openings, Lids, &c.	"	Bottom, Deck, & Waterways	good	Cargo and Main Hatchways	good
General Observations and Opinion,		Scuppers	good	Hatches	good

The Owner specially requests that this vessel be now placed on the 100 A. class; and we beg to state, that, we have examined the vessel, and find, on comparing the scantlings required by the present Rules, (her numbers being 56.8 and 69296) with those given in the

The Amount of Entry Fee.....£ : : is received by me,

P. J. O.

Special..... 2 : 2 : :

Certificate (if required) : : : :

Committee's Minute **24th May** 1870Character assigned **100 A. 1**

S. S. No. 1-70

W.H.

Having now compared the scantlings given in the 1st Entry Report of this vessel, with the amended Rules for Iron Ships. I beg to recommend the recommendation given above by Messrs Read & Bone.

24 May 70

7955. Iron.

the original report of the vessel, and find that the outside plating, including garboards, from the keel to $\frac{3}{5}$ the depth of hold from keel, is $\frac{7}{16}$ thicker than is now required for the 100 A grade, the remainder of the plating and the sheerstrake being the thickness required for that grade. The stringer plates on both tiers of beams are $\frac{1}{16}$ thicker, and the keel, middle line keelson, and stringers in hold, larger than required, but the frames for three-fifths the length of the vessel are $\frac{1}{2}$ small in one flange, and they are spaced $2\frac{1}{3}$ apart, but are doubled from bilge to bilge for half the length. She has also an additional keel angle iron on each side for half the length amidships.

Under these circumstances and the vessel being in a good condition we beg to recommend her for the favorable consideration of the Committee, as eligible to be classed 100 A. 1, and to be marked in the Register Book S. S. N^o 1 - 1870.

Length of Vessel as per Rule	122 feet	}
Half Breadth	13--	
--- Girth	26.4--	
Depth to top of keel	17.4	
N ^o 56.8 and 69.296.		

Wm. J. Bone
J. P. Reed