

3434.50

34231/15

Iron

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. 62 No. 11985 Survey held at London Date, first Survey Oct 12<sup>th</sup> Last Survey Oct 28<sup>th</sup> 1874  
 on the Barque "Familia" Master J. I. de Gory  
 Tonnage 370 built at S. Shields When built 1866-10 mo  
 By whom built Readhead Owners J. I. de Gory & Co  
 Port belonging to Porto Rico Destined Voyage   
 If Surveyed Afloat or in Dry Dock Globe by Dock to West India Dock

Last Survey, No. 11985 Port London Years assigned. 100 Character in Register Book. 1  
 S.S. No. 1-70 4-73

REPAIRS, OR EXAMINATION AS PER RULE Special Survey No. 2.

The Vessel docked on blocks, and the bottom and keel examined, timbers and ceiling equal to three strakes on each side lifted all fore and aft, the cement where exposed in good condition and firmly adhering to Iron the frames and openings where exposed cleaned and washed with cement, Windlass unhung wood lining stripped off and the Chain Cable ranged on deck for inspection; the whole of the inside cleaned and Painted, the bottom coated with Paint and Tallow and the topsides with Paint.

Present Condition of the		Rivets			
Decks	<u>Good</u>	Freeboards	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>-1-</u>	Breasthooks and Stemson	<u>-1-</u>	Pumps	<u>-1-</u>
Comings	<u>-1-</u>	Transoms, Pointers, and Crutches	<u>-1-</u>	Boats	<u>-1-</u>
Upper Deck Beams & Fastenings	<u>-1-</u>	Timbers of the Frame at the openings	<u>-1-</u>	Masts, Yards, &c.	<u>-1-</u>
Lower Deck Beams & Fastenings	<u>-1-</u>	Ditto Ditto at other places	<u>-1-</u>	Condition, how ascertained	<u>Observed in inquiry</u>
Planksheers	<u>-1-</u>	Keelsons	<u>-1-</u>	Sails	<u>Good</u>
Sheerstrakes	<u>-1-</u>	Clamps and Shelves	<u>-1-</u>	Anchors No. of	<u>3 1/2 1st 2 1/2 2nd</u>
Topsides	<u>-1-</u>	Ceiling	<u>-1-</u>	Cables	<u>Good</u>
Wales	<u>-1-</u>	Rudder	<u>Good and efficient</u>	Hawsers and Warps	<u>and</u>
Plank (Bottom) and Counter	<u>-1-</u>	Copper	<u>Cem When put on 1870</u>	Standing & Running Rigging	<u>sufficient</u>
Engine Room Skylights	<u>-1-</u>	Caulking of	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>-1-</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>
Scuppers	<u>Good</u>				

General Observations, Opinion as to Class, &c. She is now in good and efficient condition and fit in my opinion for the safe conveyance of dry and perishable goods to and from all parts of the World and eligible to remain as classed; viz-100-A1 and to be marked S.S. No 2 1874.

The Amount of Entry Fee ... £ ... received by me, Thomas W. Blayell  
 Special ... £ 4:4 5/11/1874  
 Certificate (if required) ... £ 5  
 (Travelling Expenses, if any, £ ...)  
 Committee's Minute 5<sup>th</sup> November 1874  
 Character assigned 100-A1 S.S. No 2-74  
 This vessel appears to be eligible to remain as classed, and to have recorded —  
 S.S. Iron. No 2-74  
 5/11/74

Cause of Repairs to be clearly stated.

(2,000-30,000)