

2683 Iron

34467

Continuation

REPORT of SURVEY for REPAIRS.

No. 458 Survey held at London Date Jan 4th 9th 1862
on the Screw S^r Hutton Chas Master Howland
Tonnage 529 Built at Newcastle When built 1855
424
By whom built _____ Owners Sir James Col. Comp^y
Port belonging to London Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock Upper Globe Dry Dock

Last Survey, No. 2461 Port Iron Classed 6 E-1

REPAIRS Now done for Continuation according to the Rules for
Iron vessels. Section 18 - the Ceiling all taken up, the
inside and outside scraped clean, Waterways scraped and
all other requirements attended to -

The Windlass stripped, examined, and found good, the
Chain Cables, ranged, examined, found good and suff^y.
all the Asphalt beaten off from the inside of the Plating
and dispensed with - A Stringer of double Angle Iron 4x4
back to back, added, on each side fore and aft on the floor
ends. Two hundred and sixteen rivets renewed, in various parts
of the bottom - two upper deck beams renewed - the Boilers and
the screw shaft renewed. Coal Bunkers taken down and refitted,
the deck renewed over the Boilers and about the main mast,
the fore compartment strengthened by the introduction of a pair
Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stenson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Keelsons	Sails
Planksheers	Clamps and Shelves	Anchors No. of
Sheerstrakes	Ceiling	Cables
Topsides	Rudder	Hawsers and Warps
Wales	Copper	Standing & Running Rigging
Plank (Bottom) and Counter	When put on	

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways.
She has now been put into efficient condition, and is fit in
our opinion to be Continued for 3 years E-1. from 1861.

The Amount of Fee.....£ 5 : - : - is received by me,

Special..... 5 : 5 : -

Certificate (if required) : 5 : -

Committee's Minute 20th February 1862

Character assigned Cat^y E-1 for 3 years from 1861



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if stringers of 4×4 is Angle Iron and cross ties of $3 \frac{1}{2} \times 3$ Angle Iron, three in number - And an Angle Iron added to the fore bulkhead giving it extra attachment to the bottom -

The plating inside and outside is in good condition the rivets, Angle Irons, beams, deck, floors, Stulsons and all other portions of the vessel where seen are quite satisfactory - There is no perceptible diminution in plating -

B. Weymouth

J. F. P. Light



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