

REPORT of SURVEY for REPAIRS.

Triennial and Half Time Survey.

No. in Reg. Book. **No.** 352 Survey held at London Dates July 10th & Aug 13th 1864
 on the Iron S. S. "Windermere" Master J. Barrett
 Tonnage 598 Built at London When built 1857
 By whom built Samuda Bros. Owners Schneider
 Port belonging to London Destined Voyage Newcastle

If Surveyed Afloat or in Dry Dock Canal Dry Dock & afloat in East India Docks

Last Survey, No. 2338 Port London Classed 12 A.I.

REPAIRS now done, viz:-

The outside surface of shell plating scraped bright from Keel to Gunwale, and it, together with the inside surface, from turn of Bilge to upper deck stringer, thoroughly exposed to view: the limbers and 5 strakes of plating, each side, in flat of holds, spat out; the cement tested, and although thin, found adhering satisfactorily to the plating; the Windlass unhung, stripped & examined, and the following renewed, viz:- the cement in the Fore, Main & After compartments additionally coated to turn of Bilge with a mixture of Portland Cement, Rosin and Boiled Oil; the limbers & 5 strakes of plating each side in flat of holds with 2 1/2 inch Yellow Pine; the angle irons on upper edges of 5 Hold Beams in Fore Hold & 4 in the Main, nearly entirely renewed with 3x3x 3/4 angle bars; the outside surface of bottom plating painted with 3 coats of Red Lead to lead line, and 1 coat of Red Lead & 2 of Oil Paint thence to Gunwale; the inside of Shell, from turn of Bilge to upper deck stringer, including Floors, Frames, Beam, &c. painted with 1 coat of Red Lead; and the Rudder unhung & repaired.

The old Boiler being removed, the Boiler room was specially surveyed and the following work done, viz:- the whole of the cement under the Engine and Boiler beaten completely off, and the plating, floors, &c. thoroughly cleaned; 2 Skin P.S.C.

Deck (Upper) part new	Greenails Ribs	Windlass and Capstan unhung & examined
Waterways	Breasthooks and Stemson	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 <u>repaired</u>	Ditto Ditto at other places	Sails
Planksheers	Keelsons	Anchors No. of <u>3 B. 1 S. 2 K.</u>
Sheerstrakes <u>Scraped & Painted</u>	Clamps and Shelves	Cables
Topsides	Ceiling <u>part new</u>	Hawsers and Warps
Wales	Rudder <u>repaired</u>	Standing & Running Rigging
Plating (Bottom) and Counter <u>do</u>	Copper <u>Paint</u> When put on <u>new</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. good when seen

This vessel being now in good condition, is in my opinion fit for the safe conveyance of dry & stowable cargoes to and from all parts of the world & eligible to remain as classed 12 A.I., and to be marked in the Register Book T. S. 64.

The Amount of Fee.....£ 2 : - : - is received by me,

Special..... 4 : 4 : -

Certificate (if required)

Committee's Minute 2nd September 1864

Character assigned 12 A.I.

T.S. 64

Plates on Starboard & 1 on Port Bulwark (with Butt straps and rivets) renewed with $\frac{5}{8}$ " Boiler Plate; - 150 Rivets renewed; - 5 Floor plate, reversed angle irons renewed with $3 \times 3 \times \frac{7}{16}$ angle bars, extending 4 feet on each side of Centre Bulkhead; - the Coal Bunkers repaired & 2 plates on each side renewed with $\frac{3}{16}$ iron; - the upper deck beams, carlings, longitudinal & diagonal deck ties in way of removing Boiler, cut out, and re-riveted; - the bottom cemented afresh with Pattison's Rosin, & Boiled Oil; - 24 Midship upper deck planks renewed with 3 inch Yellow pine & caulked; - the Boiler Hatchway coamings renewed with Red Pine; the Engines overhauled, cleared and repaired; - and a new Boiler with Smoke Jack &c complete, supplied -

Robt. Machan

Stornoway -