

Restoration.- REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 487 Survey held at London Date 13th March 51st May 18 66.
 on the Iron S. S. "Hutton" Master W. Willis
 Tonnage 529 Built at Newcastle When built 1855
 By whom built _____ Owners Iron Screw Col. Company
 Port belonging to London Destined Voyage Cardiff from thence to Gibraltar
 If Surveyed Afloat or in Dry Dock Upper Globe Dry Dock and Afloat
 Last Survey, No. 3349 Port Iron Classified 6. Cont 61. for 3 yrs. 10.63

REPAIRS Now done in accordance with Section 21 of the Rules for Restoring Iron Ships:- The Ship placed in dry dock, removed the whole of the flooring, Plank sheers, Waterways, and flat of Upper Deck. Cleared the Hold and the coal-bunkers. Engines and Boilers lifted; and the whole of the Frames, Stringers, Hooks, Floor-Plates, Keelsons, Engines, and Boiler-bearers, ends of Beams and Watertight Bulkheads exposed. All oxidation beaten or cut off the several parts above named, also from both surfaces of outside plating, Rivets, Steel, Stew, Sternpost and Rudder; and all surfaces of Iron laid bare. Chain-cables ranged, examined and found good and sufficient. Windlass unhung and the Wood linings stripped and the Main-piece condemned; and all other requirements of the Rule attended to.

The following have been renewed:- Viz:-

Present Condition of the

Decks		Freeboards		Windlass and Capstan	New
Waterways	New.	Breasthooks and Stems	Good	Pumps	Three.
Comings		Transoms, Pointers, and Crutches	Good	Boats	Three.
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings	where	Ditto Ditto at other places	where	Condition, how ascertained	By Inquiry & Observation.
Plank sheers	Scraped	Keelsons	Examined.	Sails	Two suits
Sheerstrakes	Examined and	Clamps and Shelves		Anchors	No. of 3 B. 15. 275
Topsides	seen.	Ceiling	seen	Cables	Ranged.
Wales	Painted.	Rudder	New.	Hawsers and Warps	
Plank (Bottom) and Counter	Scraped Examined and painted.	Copper	Paint When put on	Standing & Running Rigging	sufficient.

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where seen.

She has been surveyed in accordance with Section 21 of the Rules for Iron Ships, and put in good and efficient condition; and is now fit, in our opinion, for the safe conveyance of dry and perishable cargoes, to and from all parts of the World, and to be Restored to the A. I. class for 4 years from 1866.

The Amount of Fee.....£ 5 :-

is received by me,

Special.....10: 10: -

Certificate (if required) : 5: -

Committee's Minute

1st June

1866.

Character assigned

Restored 1 for 4 Years

Williamson

Lloyd's Register Foundation

IRON 439-0364

The whole of the Rivets in the Bottom plating and Frames for four strakes out from Keel, on each side, fore and aft. The foremost starboard plate, starboard side, with a $9\frac{1}{16}$ ins Plate. Eight floor-plates in the foremost compartment with $7\frac{1}{16}$ ins Plates. The lower plate of the Foremost Bulkhead with $7\frac{1}{16}$ ins plate; all the angle Iron stiffeners to the said Bulkhead with $6 \times 3 \times \frac{3}{2}$. The Rudder including the Frame and Plates. The Rudder post $8 \times 3\frac{1}{2}$. Eight Hold Stanchions with Zinc round Iron. The Waterways and Plank-sheers throughout with Red pine and Teak. Waterways fayed upon the best felt painted. The Windlass with English Oak and the linings with American Elm. A large portion of the Roughtree-Rail with American Elm. The whole of the Lifeside Berthing with Yellow and Red-pine. Twenty-two Roughtree Stanchions and two quarter Timbers with English Oak. Port cathead with English Oak. The whole of the upper deck with Yellow pine. The Mizzen Mast with Red pine.

fauled the whole of the upper deck including the Roughtree-Stanchions.

Four Frames on the starboard side, and three on the Port side forward, backed with angle Irons $3 \times 3 \times \frac{3}{2}$. Reinforced the inside of Bottom plating up to the turn of Bilge on each side, fore and aft.

Scraped and painted the inside throughout with two coats of Red-lead paint, and the outside with two coats of Composition.

Her Engines and Boiler-bearers, Frames, Stringers, Nooks, Floor-plates, Keelsons, Ends of Beams and fastenings, Water-tight Bulkheads, inner and outer surfaces of Bottom plating, Rivets, Keel, Stem, Sternpost and Rudder were found in good and efficient condition; and in no place where drilled was the substance less than three-fourths the scantlings required by the Rules.

W. Williamson.
B. Weymouth