

*Iron*

*6167*  
*Lengthened in Midships*

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. *No. 9211* Survey held at *Sunderland* Date *April 17<sup>th</sup> to May 13<sup>th</sup> 1867*

*Rec. 23/3/68*

on the *Iron S.S. "Hartlepool"* Master *J. Hill*

*Original Tonnage* *Under Deck* *538-24*  
*466* *Breadth* *18-53*  
*351* *Tonnage* *556-77* Built at *Sunderland* When built *1865*

*By whom built* *James Cairng* Owners *James Cairng*

Port belonging to *Sunderland* Destined Voyage *Coasting*

If Surveyed Afloat or in Dry Dock *In Dock & Afloat*

*Length* *188 1/2*  
*Breadth* *27 1/2*  
*Depth* *14-8 1/2* *4387*

Last Survey, No. *2563* Port *Iron* ~~*Sunderland*~~ Classed *A 1865*

## REPAIRS

At the present time separated in the Midship body and lengthened about 28 feet and the space filled up with 3 lengths of Plates the same size as the Original, including the other parts now new.

viz - New fore and aft in Midship *8 1/2 x 33 inches wide*

*ditto to Upper part of Bilge* *7 1/2*

*ditto to Sheerstrake* *6 1/2*

*Sheerstrake* *8 1/2*

*Gunwale Plate* *7 1/2 x 23 in*

*Keelson double plates* *7 1/2 x 11 1/2 each*

*Angle Iron to ditto* *4 x 3-7 1/2*

*Bilge Keelson double angle iron* *4 x 3-7 1/2*

*Lower Hold Beam Stringer Plate* *7 1/2 x 17 in*

*5 Upper Deck Beams* *6 1/2 x 6 1/2*

*3 Lower ditto* *6 1/2 x 6 1/2*

An additional Keelson formed of double angle iron *4 x 3-7 1/2* extending over the lengthened 25 floors in all placed between the Middle line and Bilge Keelson on both sides. 2 additional diagonal tie plates on the Upper Deck Beams *10 x 8 1/2*. Midship part of Main Deck new of *7 Pine*. See over

## Present Condition of the

Decks	Treenails <i>Over</i>	Windlass and Capstan <i>Good</i>
Waterways	Breasthooks and Stemson	Pumps <i>Good</i>
Comings	Transoms, Pointers, and Crutches	Boats <i>3</i>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained <i>"</i>
Planksheers	Keelsons	Sails <i>Well found</i>
Sheerstrakes	Clamps and Shelves	Anchors No. of <i>3 Boring St &amp; 1 Res.</i>
Topsides	Ceiling	Cables <i>Complete</i>
Wales	Rudder	Hawsers and Warps <i>Sufficient</i>
Plank (Bottom) and Counter	Bottom inside cemented Copper When put on <i>Nov 1 when built</i>	Standing & Running Rigging <i>Good</i>

## General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. *Good part done now.*

Appears now in an efficient state fit for the safe conveyance of dry & perishable cargo to and from all parts of the world and in my opinion entitled to remain as classed. The hulls having been lifted at the present time and the plating rivets found good, and the cement work off made good, fulfilling the requirements of "S.S. No 1-67" Survey in the Register Book.

The Amount of Fee.....£ 2 : " : " is received by me, *Samhouse Martin Dale*

Special..... 5 : 5 : "

Certificate (if required) " : " : "

Committee's Minute *24<sup>th</sup> March 1868*

Character assigned *21<sup>st</sup> April*

IRON 442-0132

*record lengthening*  
*S.S. No 1-67*



6161 Iron

Stores Supplied.

New Chains 240 fathoms  $1\frac{1}{4}$  Tested to 28 $\frac{1}{2}$  Tons  
a 3<sup>d</sup> Bower Anchor, 12 but <sup>100</sup> 1-6. Tested to <sup>100</sup> 14-4-0-7

Certificates for the Tests of the above Chains & Anchor  
have been produced (the latter dated Jan<sup>y</sup> 17-1868)  
issued from the Sunderland Public Testing Machine  
Signed by John Thompson

Senhouse Martindale



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