

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 10898** Survey held at Newcastle Date 28th June to 15th May 18 69.
 on the S. S. "Mercury" Master Richards - Storm
 Tonnage 838.78 built at Newcastle When built 1864
 By whom built Palmer Owners Palmer & Co
 Port belonging to Newcastle Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock Cleland's Patent Slip

Survey, No. 6175 Port Iron. Classed A.1. S.S. No 1-67

REPAIRS now done:

Under special survey, in accordance with the Rules for Iron Ships, Survey No. 2. The Engines and Boilers taken out. The Vessel placed on a slip. Coal bunkers cleared, the whole of the Ceiling on top of ballast tank removed, the Cement examined and found in good condition, engine and boiler bearers & both surfaces of outside plating thoroughly exposed, all oxidation removed, and the Vessel repainted inside and outside, Ceiling on tank relaid and part renewed.

Engines and Boiler renewed, see appended Certificate.

Please I.O.

Present Condition of the

Decks	Good	Rivets	Good	Windlass and Capstan	Good
Waterways		Greenails		Pumps	Good
Keelsons		Breasthooks and Stemson		Boats	3. 1. - Good
Deck Beams & Fastenings		Transoms, Pointers, and Crutches		Masts, Yards, &c.	Overhauled and
Deck Beams & Fastenings		Timbers of the Frame at the openings		Condition, how ascertained	found good
Stays	where	Ditto Ditto at other places		Sails	Sufficient
Shrouds		Keelsons	where	Anchors	No. of 3. 1. 1. 2. 2. 2.
Chains		Clamps and Shelves		Cables	1 7/16 - 2 7/16 Faths
Bottom) and Counter	seen	Ceiling		Hawsers and Warps	10. 8 1/4. 7 1/4. 5 = 90 each
		Rudder	seen	Standing & Running Rigging	Good
		Copper	When put on		

General Observations and Opinion,

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

This Vessel has now been specially surveyed in accordance with the Rules for Iron Ships, Survey No. 2. - and has also been lengthened 30 feet in midships, is now in good and efficient condition, and eligible, in my opinion, to remain as Classed, and to be marked in the Register Book (S.S. No 2. 69.) -

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

Special..... 8 : 8 :

Certificate (if required) : 5 :

Committee's Minute 9th July 18 69

Character assigned A.1 S.S. No 2-69



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IRON444-0252

7205 Ton

The vessel has now been cut assunder and lengthened 30 ft. in midships, frames $4 \times 3 \times \frac{1}{16}$. 20 in N^o spaced 18" apart, reverse frames $3 \times 3 \times \frac{1}{16}$, the whole of the outside plating, deck stringers, beams, tie plates, stringers in hold, tank bearers &c. are of the same scantlings as used in the original construction, and all properly shifted; the new portion of the vessel laid with Portland Cement.

To compensate for the extra length given to the vessel, the upper deck stringer plate has been increased in breadth $24 \frac{1}{2} \times \frac{1}{16}$ for 115 feet in midships, the sheerstrake having been originally doubled, the doubling plate has been continued through the lengthened part, the strake below the sheerstrake, being an inside strake, has been doubled the whole breadth with $\frac{1}{16}$ plate for 130 feet, and the strake at upper turn of bilge doubled with $\frac{3}{16}$ plate for 100 feet.

The following are the new dimensions of the vessel with the Tonnage and equipment.

Length	230.3	Tonnage under deck	800.62
Breadth	28.0	Keel and other erections	86.45
Depth	16.9	Engine room	283.86
		Gross Tonnage less crew space	838.93
		B.T. allowance 48.29	
		Register Tonnage on beam	554.92
Chain Cable	270 fathoms	Prof Chain	37.4.0.0
Anchors	1 Bower 19.0.14		19.19.2.21
	1 " 18.2.1		19.8.3.0
	1 " 16.1.8		17.14.0.7
	1 Stream 8.0.7	In	Stream Chain 90 fathoms
	1 Kedge 4.0.7	Stock	Hawsers and Warps
	1 " 2.1.14		90 " 10
			90 " 8
			90 " 7
			90 " 5

J. Harding



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