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## REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 523 No. 100 Survey held at London Date, first Survey 28 Sept. Last Survey 5 Nov. 1869  
 on the iron screw steamer "Tykora" Master Wm Douglas  
 Tonnage 598 built at Sunderland When built 1860 7 mo  
 By whom built Cairns Owners H. Taylor  
 Port belonging to London Destined Voyage Coasting  
 If Surveyed Afloat or in Dry Dock Portson Victoria Dock and Afloat

Last Survey, No. 7463 Port Iron. Classed 9A1

## REPAIRS, &amp;c.

Hold cleaned, proper stages made both inside and outside. The whole of the ceiling removed. Coal-bunkers cleaned. Tackle scraped and beaten clean, both inside and outside. Waterways iron gutter, plating drilled in sundry places. Thickness of same found to be satisfactory, little or no waste exhibited in any part. Mid-lars in bunkers wood linings stripped, and chain cables ranged on deck for examination.

about fifteen feet of the double angle-iron on upper edge of middle line keelson in midships renewed of  $5 \times 3 \times \frac{5}{8}$ , two lengths of ditto in way of fore-hatch of  $5 \times 3 \frac{1}{2} \times \frac{5}{8}$ . The covering-plate in way of each of these new shifts  $7 \times \frac{5}{8}$ . These planks of weather deck renewed of Pine. Inside cleaned and painted throughout including beams. Coal-bunkers, cement coatings repaired in a few places; bottom coated with Red Lead and Sallow.

## Present Condition of the

Decks	Good	Freemasts	Pivots	Good	Windlass and Capstan	Good
Waterways	—	Breasthooks and Stimson	—	—	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	—	Ditto Ditto at other places	—	—	Condition, how ascertained	Examined Afloat
Planksheers	—	Keelsons	—	—	Sails	—
Sheerstrakes	—	Clamps and Shells	—	—	Anchors No. of	Good
Topsides	—	Ceiling	—	—	Cables	and
Wales	—	Rudder	—	—	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	—	Copper (Cen.) When put on	—	—	Standing & Running Rigging	—
Engine Room Skylights	Good	Caulking of	Good when	—	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Examined	—	Hatches	Good
Scuppers	Good					

## General Observations and Opinion,

Is now in good and efficient condition and in our opinion eligible to be classed B1, and to be marked.

155 Nov. 69,

The Amount of Entry Fee.....£ 2 : — : is received by me.

Special.....5 : 5 : —

Certificate (if required) ———

Committee's Minute 13<sup>th</sup> November 1869

Character assigned B 1 1.6.1863-69 MAS

J. H. Eastlake

Lloyd's Register Foundation

120N445-0141



75 31 Iron

For "Damage"

In "Start. bor." four upper lengths of Main-frames taken out and replaced with others of  $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ . Four feet lengths of Main frame of  $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$  added in rear of butto of same and riveted through the outside plate and to Main frames. One cracked frame repaired with a reversed angle iron of  $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ . The fore most length of upper deck stringer-plate renewed.  $2\frac{1}{2} \times \frac{3}{4}$  together about seven feet of gunwale angle iron on top of  $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$  and fourteen planks of deck of  $3\frac{1}{2}$  Yellow.

Three bulwark-plates renewed  $\frac{5}{16}$  thick, fore length Sheer-strake  $\frac{5}{16}$  and each of the fore most plates of the consecutive strakes next down  $\frac{7}{16}$ . Main and top gale sails repaired. Caulked part flat of upper deck.

J. H. Stone

J. H. Eastlake



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