

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 11.** Survey held at **Rotterdam** Date, first Survey **Jan 3** Last Survey **Jan 4** 1870  
 on the **Screw Steamer "Leeds"** Master **D. C. Hawkins**  
 Tonnage  $\frac{375}{274}$  built at **Glasgow** When built **1865 Nov.**  
 By whom built **Vinglis** Owners **Manchester, Sheffield, Lincolnshire, R. & Co.**  
 Port belonging to **Grimsby** Destined Voyage from **Rotterdam**  
 If Surveyed Afloat or in Dry Dock **Dry Dock and Afloat.**

Last Survey, No. **4467** Port **Grimsby** Classified **A1.**  
 REPAIRS, &c. **Damage and SS n° 1 -**

This vessel is placed on blocks in the Dry Dock, for she has been in collision with the screw steamer "Lephyr". Has renewed at Starboard & outside, at the height of the foremast, from light watermark upwards including Bulwark at the same place, as follows.

Three plates long 10 ft. Br. 3 ft. thick:  $\frac{1}{2}$  inch, one plate of sheerstrake l. 7 ft. x 2 ft. 10 inches thick:  $\frac{3}{8}$  inch; and covered last plate with one plate long 10 feet 6 inches. Breadth 3 feet 4 inches thick:  $\frac{1}{2}$  inch; also one plate of bulwark 6 ft. 9 inches x 2 ft. 10 inches x  $\frac{5}{16}$ : repaired the stringerplate of the Orlop beams, and one Deckbeam (which are broken) by welded an other piece on them - have made right two angle iron of the frames, and strengthened them by two reversed angle irons 3 x 3 x  $\frac{7}{16}$  l. 10 feet. well rivetted; one angle iron on the stringerplate of the waterway,  $4\frac{1}{2}$  x  $3\frac{1}{2}$  x  $\frac{7}{16}$  l. 9 feet; one angle iron on the Bulwark rail  $4\frac{1}{2}$  x 3 x  $\frac{7}{16}$  l. 16 feet, also an angle iron on the stringerplate of orlopbeams 4 x 3 x  $\frac{3}{8}$  inch l. 16 feet - and repaired the bilge keelson in hole. little - it was only bowed -

Renewed also the Bulwark rail by Cort White Oak. 3 x 11 inches. Long 33 feet, and the coverboard by Cort White Oak 2  $\frac{1}{4}$  x 4 long 4 feet.

Opened Limberboards and Ceiling on various parts, examining the Cement by beating off found it all in good condition. Scraped outside plating found rivets and plating in good condition. painted the vessel outside two times with Red Lead.

Decks	good	Treenails	good	Windlass and Capstan	good
Waterways		Breasthooks and Stemson		Pumps	✓
Comings		Transoms, Pointers, and Crutches		Boats	✓
Upper Deck Beams & Fastenings	Wue	Timbers of the Frame at the openings		Masts, Yards, &c.	✓
Lower Deck Beams & Fastenings		Ditto Ditto at other places	Wue	Condition, how ascertained	✓
Planksheers		Keelsons		Sails	✓
Sheerstrakes	See.	Clamps and Shelves		Anchors No. of	Complete
Topsides		Ceiling	See.	Cables	✓
Wales		Rudder		Hawsers and Warps	✓
Plank (Bottom) and Counter		Copper When put on		Standing & Running Rigging	✓
		Caulking of			
		Bottom, Deck, & Waterways	good		

Engine Room Skylights **good** Coal Bunker, Openings, Lids, &c. **good** Scuppers **good** Cargo and Main Hatchways **good** Hatches **good**

General Observations and Opinion,

We are of opinion this vessel is fit to carry dry and perishable Cargoes and entitled to **A1.**

The Amount of Entry Fee.....£ 1 : : is received by me,

Special..... 4 : 4 : :

Certificate (if required) : 5 : :

Committee's Minute **18<sup>th</sup> January** 1870

Character assigned **B 1**

Record damage repair

IRON 445-0276