

REPORT of SURVEY for REPAIRS.

7682

321 4

Rec 29/1/70

No. 22169 Survey held at Liverpool Date, first Survey July 28th Last Survey Dec 7th 1869.
 on the S.S. Delaware Master Fisher
 Tonnage 2597 ⁴⁵/₁₀₀ built at Isle of Man When built 1865-8 M^{rs}
 By whom built Isle of Man S. B. C^{ts} Owners C. Discow.
 Port belonging to Liverpool Destined Voyage Alexandria.
 If Surveyed Afloat or in Dry Dock On Dry Dock and afloat.

Last Survey, No. 6131 Port Iron Classed A1.

REPAIRS, &c. now done, the vessel cut amidships and lengthened about 60 feet. as proposed by the Owners in their letter of the 17th of June last and approved by the Committee, — 40 new frames (spaced 18" apart) added of Angle-iron 6" x 4" x 7/16. Reverse-frames to A^{ts} 4" x 3 1/2 x 7/16. Centre rail plate 3" x 1/2 x 7/16. side plates of rail 10" x 7/16. Horizontal bulwain plates on top of floors 18" x 7/16. angle irons to middle-line in way of the same 6 1/2 x 5 x 7/16. Side intercostal plates 2-3" x 3/4 and standing upon floors as in the original part of vessel with double angle irons top and bottom 6 1/2 x 5 x 7/16. New floors of 3/4 plates. Bilge bulwain angle iron (double with bulb plate 9" x 5/8) 6 1/2 x 5 x 7/16. Hold stringer angle irons of 6 1/2 x 5 x 7/16. 5 Orlop-beams added in the new part of vessel. bulb-iron 9" x 10/16 with double angle iron 3 1/2 x 3 1/2 x 7/16. Stringer plate on A^{ts} 24" x 7/8. 20 Hold-beams added of bulb 9" x 10/16. and Keel beams of bulb 9" x 9/16 with double angle iron of 3 1/2 x 3 1/2 x 7/16. stringer plates on hold-beams of plates 30" x 3/4 and on keel beams 7 feet x 3/4. Outside plating in the new part, Garboard 16/16, to upper turn of bilges 14/16. 13/16, and 12/16 in the strakes above, where in the old part of vessel 12/16 and 11/16 are situated. wheerstrake 14/16 with doubling plates 24" x 3/4.

Decks	good and caulked	Treenails	good	Windlass and Capstan	good
Waterways	good	Breasthooks and Stemson	good	Pumps	good, one now fitted.
Comings	"	Transoms, Pointers, and Crutches	good	Boat	good and sufficient.
Upper Deck Beams & Fastenings	Iron	Timbers of the Frame at the openings	Iron	Masts, Yards, &c.	good and complete
Lower Deck Beams & Fastenings	good	Ditto Ditto at other places	good	Condition, how ascertained	seen from the A ^{ts}
Planksheers	and part	Keelsons	and	Sails	good and complete.
erstrakes	new.	Clamps and Shelves	part.	Anchor	No. of 4 B. 1 S. 2 L.
psides		Ceiling	new.	Cables	good and complete.
Wales		Rudder		Hawsers and Warps	good and complete.
Plank (Bottom) and Counter	Painted	Copper Cement	When put on 1865	Standing & Running Rigging	good
Engine Room Skylights	good	Caulking of	and part now.		
General Observations and Opinion,	This vessel is now in good and efficient condition and lengthened in accordance with that approved by the Committee. She has also been examined as required by the Rules and found in good Condition, and in our opinion eligible to remain as Classed A1. and marked S. S. N ^o 1 — M. C. 169. and 3 Bulwheads. {If the Committee see no objection to the Chains and Anchors}				

The Amount of Entry Fee.....£ 3 : - is received by me,
 Special.....24 : 0 : 0 10/100
 Certificate (if required) : 5 : -
 Committee's Minute Liverpool 11th January, 1870 — Report of the Committee
 Character assigned A1
 on conditions that the Owners give her under charter to supply her with stores according to Rules on her return from port

J. T. Light.

James Purdie

IRON 445 - 0295
 Lloyd's Register Foundation
 28th February 1870

7682 fm

In the new part of vessel the doubling strakes in bottom are of the same thickness as the adjacent plates $13/16$ in new work and where the 3rd doubled strake covers the old-plate $3/4$, Carboard, plates in the new part $16/16$, Diagonal tie plates fitted on the upper deck-beam in way of new work $13/2 \times 2/16$, as also the fore and aft tie plates to deck and hold-beams, — Vessel now fitted with an awning deck, the beams are at alternate frames with round over side and spaced at 3 feet ^{to 3-6} apart, of angle iron $6 \times 2 \times 3/16$, the beam ends turned down the side frame back to back 3 feet and riveted thereto, Side plating of awning-deck $3/16$ throughout, single riveted in edges and double in butts, fore & aft tie-plates on awning deck beams $13 \times 3/16$, Main deck completed of 4" yellow pine and the awning deck $3/2$, fastened with nuts and screws and caulked, side-plating of awning deck fitted with 4 parts on each side, ceiling completed in the new work as in the old-part, plating of bottom cemented, and all the hatches fore and aft of new work lifted for an examination of plates frame, &c. and found in good condition. One bulkhead fitted in the lengthened part for coal compartment and of $3/16$ plate extending to upper deck with angle-iron $4 \times 3/2 \times 3/16$ spaced about 30 in (water tight) a pump fitted in new compartment and a sluice in the new bulkhead. Two new hose pipes, and patent caps of iron now added, additional steering wheel and jacking rods now fitted amidships on the awning deck. Bottom scraped and painted throughout, as also the new work both inside and outside and the work otherwise carried out as proposed, and approved by the Committee. Engine-room hatchways plated up to awning deck.

New Dimensions &c. Reported.

Length —	380 $2/10$	Tonnage under main deck	2482.21
Breadth Extreme	36 $3/10$	" — of awning deck	757.25
Depth of hold to top of awning deck	32 $9/10$	" — Chart-Room	4.01
Depth from M.O.	26.0	Cross	3243.47
" — Hold-B	16.8 $1/10$	Engine Space	581.90
		Crew space (all under awning deck)	64.12
		Reported	2597.45

J. F. Light

James Tindie

— Now on Board —

1 B Anchor	40-1-0 cast iron	No 3809	Messy 8 $\frac{1}{2}$ x 11 B test = 35.10.3	Mr Macdonald Nov 23/69
1 B 8"	37-0-0 " "	No 3810	8 $\frac{1}{2}$ " " " = 33-15-6	
1 B 8"	33-2-7 " "	No 851	"Lloyd's" Tipton " " = 31-5-3	
1 B 8"	33-0-14 " "	No 852	8 $\frac{1}{2}$ " " " = 30-19-1	
1 Bream	14-1-20 with stock	No 3427	Messy 12 $\frac{1}{2}$ x 11 B " = 13-14-3	Mr Macdonald Dec 2/68
150 fm	1 $\frac{1}{2}$ 1/16 Carb	No 6097	"Lloyd's" Ketherston test = 67-12-0	Mr W Reade Oct 30/69
105	1 $\frac{1}{2}$ 1/16 8"	No 6099	8 $\frac{1}{2}$ " " " = 67-12-0	
30	1 $\frac{1}{2}$ 1/16 8"	No 2246	Messy 8 $\frac{1}{2}$ x 11 B " = 17-12-2	J. Haslam Jan 7-7/67
15	1 $\frac{1}{2}$ 1/16 8"	No 2248	8 $\frac{1}{2}$ " " " = 17-12-2	

300 fm

Please see Owners letter relative to the Tonnage & equipment of Anchors & Chains.

E. B. Wheeler

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