

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **1106** No. **9863** Survey held at **Sunderland** Date, first Survey **Mar. 8th** Last Survey **April 23rd 1870**
 on the **Iron Ship "Hutton Friars"** Master **E. Newcomb**
 Late Tonnage **1036** built at **Sunderland** When built **1868 (P mo)**
 By whom built **J. Lang** Owners **Young and Co**
 Port belonging to **Wishbeach** Destined Voyage **Antwerp**
 If Surveyed Afloat or in Dry Dock **in Kings dry Dock and Afloat**
 Last Survey, No. **6496** Port **Sunderland** Classed **A. I. P. C. P.**

REPAIRS, &c. **Now done, Lengthened about 40 feet, the Registered Dimensions and Tonnage are as follows. Viz.**

1289.82
36.44
1253.38

1010 ⁹⁵/₁₀₀ Tons

Please see in
subjoined letter in
tonnage and dimensions
S.C.

This Vessel has more than conformed to the requirements of S.S. R. 1. by the amount of Ceiling removed, Cement be cut out, Man holes in Tanks opened, Bottom Scraped &c, and should any Character be awarded her, beg to recommend that she be marked (S.S. R. 1. 1870) if the Committee approve seeing that this examination is one year prior to the date stipulated for in the Rules for the **B** Class.

Present Condition of the

Decks part new	Keelstraps new	Windlass and Capstan both new
Waterways utter	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats four
Upper Deck Beams & Fastenings	Thwarts of the Frame at the openings	Masts, Yards, &c. new, main, mizen
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained examination and enquiry
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of 3 B. 10. 2 K.
Topsides	Ceiling	Cables 300 fath ^{each} 1 1/2
Wales	Rudder	Hawsers and Warps added 90 fath of 6. 2
Plank (Bottom) and Counter	Copper Comp ^{5 1/2} / ₁₆ paint When put on	Standing & Running Rigging
Engine Room Skylights good	Caulking of	
Coal Bunker, Openings, Lids, &c. good	Bottom, Deck, & Waterways Good	
Scuppers good	Cargo and Main Hatchways good	
Hatches good		

General Observations and Opinion,

This Ship is now in good and efficient condition but as the Committees requirements of the 21st & 31st March also 5th April have not been fully carried out, I beg to leave the matter for their favourable consideration, and respectfully refer them to the Subjoined Comparison of her with the **80 A** Grade. Please see Remarks on S.S. R. 1. above.

The Amount of Entry Fee.....£ 3 : : : is received by me,

Special.....10. 10. 0

Certificate (if required) : : 5 : :

Committee's Minute **2nd June** 18 **70**

Character assigned **75 A 1**

Joseph Newcomb.

9994 Iron

The Owners of this Vessel were seeking the ~~1B~~ Grade as per Committee's requirements 21st March 1870. This not being in accordance with their views, they sought for the 90A Class under Committee's requirements dated 31st March; subsequently they asked what Character would be awarded her if a portion of the requirements were not complied with, for particulars of which see Telegram and endorsements thereon dated 5th April 1870.

Neither of the above requirements have been carried out in full, notwithstanding that they have been fully pressed upon the attention of the Owners representative (Mr. Laing) but the Vessel is in the following Condition. Viz.

Forty feet of new work added amidships, having the whole of the Plating, Frames, Reversed-frames, Floors, Trussings, Stringers, Beams, Rivets and Rivetting, &c. &c. of the same size and otherwise conforming by the proper shifting of Butts, &c. to the Original Structure, in these, and all other respects, and in addition the strake of topside plating as marked in the accompanying Midship Section is doubled for two thirds her length amidships with $\frac{9}{16}$ in. plate.

The fore-hold is now divided into nearly two equal compartments by the addition of a watertight Bulkhead extending up to the Main Deck, it is secured to a single frame and the requirements of the Rules with respect to "liners" being wrought in way of outside plate also "Brackets or knee plates" have not been carried out, but the Bulkhead is in excess of the Rules.

The new work is Cemented to the turn of bilges, and with a portion of the old work inside is painted, the whole of the old bottom scraped, and the Ship when completed payed with Composition paint on the Bottom, the upper part being painted.

She has now 300 fath^{ms} of $1\frac{1}{2}$ D^{rs} Chain Cable tested to $4\frac{1}{2}$ tons as per Certificate produced, issued from the Sunderland testing house with the following endorsement, "a portion of this Chain has been proved to the breaking strain and showed a margin of 30 per Cent beyond the Admiralty test for 1st D^{rs} Chain." Signed J. Hartnup Sup^{ts}.

The following Anchors are on board

	As Rule	As Ship	
3 rd Bower	from 1200 to 1349	cut in the 21. 1. 11	The weight marked on this Anchor agrees with one, as shown in Original Report.
1 st —		26. 1. 0	
2 nd —		26. 0. 4	New Anchors, proved at the Wear Testing house as per Certificate produced Signed J. Hartnup.
Stream —		9. 2. 0	
Kedge —		4. 3. 16	Said to be the Anchors originally found here; the weights could not be seen on the Anchors, but are taken from the Original Report.
Kedge —		2. 1. 8	
Total.		90. 1. 11	

The Steering Gear has been refitted, and Mizzen Mast added with the necessary rigging, &c. Barque rigged.

Joseph Laing