

REPORT of SURVEY for REPAIRS.

Lengthened &c

Rec 27/8/70

No. in Reg. Book. **No. 4013** Survey held at *Hull* Date, first Survey *4th June* Last Survey *16th August 1870*
 on the *Iron Steamer "Marshall"* Master *Henry Kimmurley*
 Tonnage *461* built at *Stockton* When built *1863*
 By whom built *Richardson* Owners *Wynne &c*
 Port belonging to *Hull* Destined Voyage *Gothenburg*
 If Surveyed Afloat or in Dry Dock *In Gibsons dry dock & afloat in Albert Dock*

Dimensions *Length 189.2 ft Breadth 23.5 ft Depth 11.25 ft*
 Last Survey, No. *215* Port *IRON* Classed *B 1*
M.C. 63 A.P. 50 H (S.S. No 1-68) 4.68

REPAIRS, &c.

in accordance with the Rules Survey No 2. The Ceiling partly removed and the plating above the close ceiling cleaned plating outside from keel to gunwale scraped clean - Cement in good condition

*Now done - Cut ascenders amidships & lengthened 22 feet by with 13 frames $3\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{16}$ spaced 21 ins apart Floor plates $11 \times \frac{1}{16}$ - New angle $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{16}$ fitted on ~~stanchions~~ *stanchions* from bilge to bilge & to gunwale on alternate frames Gunwale stringer plate increased to $53 \times \frac{1}{16}$ ^{at new part} & continued with $10 \times \frac{1}{16}$ for 33 feet each way beyond same - 4 strakes of deck on each side over same & new deck properly shifted in *the old vessel* & lengthened part with $3"$ *Rebel* Pine. Strake of plating below shearstrakes doubled for 100 feet. Double angle iron keelsons fitted each side of main keelson for 50 feet - The plating & riveting all completed in accordance with the Section enclosed - The flat inside cemented at new part to Bilge, the remainder of the plating inside & outside coated with Tar Loop extended for 36 feet - frames $3\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{16}$ extended across the vessel and forming Beams spaced about 3 ft apart connected with Bracket Pines, $2\frac{1}{2}"$ *Rebel* pine & caulked - Bulwark struts in way of same not removed Boiler renewed also new direct acting inverted Compound Engines with high & low pressure cylinders*

Present Condition of the

Decks <i>ply renewed caulked</i>	Keelsons	Windlass and Capstan <i>good</i>
Waterways	Clamps and Shelves	Pumps <i>good</i>
Comings	Ceiling	Boats <i>good</i>
Upper Deck Beams & Fastenings	Rudder	Masts, Yards, &c. <i>good</i>
Lower Deck Beams & Fastenings	Copper	Condition, how ascertained <i>by engine</i>
Planksheers	When put on	Sails
Sheerstrakes	Caulking of	Anchors No. of <i>light</i>
Topsides	Bottom, Deck, & Waterways <i>good</i>	Cables <i>different</i>
Wales		Hawsers and Warps
Plank (Bottom) and Counter		Standing & Running Rigging
Engine Room Skylights <i>good</i>	Coal Bunker, Openings, Lids, &c. <i>good</i>	
General Observations and Opinion,	Scuppers <i>good</i>	
	Cargo and Main Hatchways <i>good</i>	
	Hatches <i>good</i>	

*This vessel having complied with the Rules Survey No 2 & is now in good condition and eligible in my opinion to remain as classed *B* & marked *S.S. No 2-70**

Amount of Entry Fee.....£ *1* : - : - is received by me, *M Davidson*

Special..... *6* : *6* : -

Certificate (if required) - : - : -

Committee's Minute *30th August 1870*

Character assigned *B*

S.S. No 2-70

*This vessel appears to have been lengthened as arranged in Feb 69 and eligible to remain classed *B* and marked *S.S. No 2-70**

Lloyd's Register Foundation

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FLAMING CASE

Tonnage Tender Deck	352.02
" " " "	108.86
" " " "	460.88
Engine Room	72.00
Bond of Trade deduction	18.54
	90.60
	370.28

