

4028 L.S.

8400

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 218 No. 11200 Survey held at Newcastle Date, first Survey 2nd Last Survey 19th Sept 1870
 on the S.S. William Hunter Master G. Cowle
 Tonnage 772.79 built at Newcastle When built 1865 - 2 mo
 By whom built Palmer & Co. Owners Hunter & Co.
 Port belonging to London Destined Voyage France
 If Surveyed Afloat or in Dry Dock Chland's Slip

Last Survey, No. 7422 Port Iron Classified A.I.
 (S.S. No 1-60) 6.69.

REPAIRS, &c.

now done in accordance with the Rules for Iron Vessels, Rule No 2.
 The hold cleared, and ceiling equal to three staves fore & aft removed on each side; The man-holes opened in tanks, and the cementing examined and made good where found necessary; the blindlass unhooked and the wood linings stripped, and the chain cables ranged and examined; several rivets in Port bulge cut out and renewed, and the vessel thoroughly scraped and painted inside and outside, and otherwise put in good and efficient condition.

At the request of the Owners she has now been surveyed & measured with a view to placing her on the numeral system of classification, and from an examination

Present Condition of the

Decks <u>good where seen</u>	Rivets <u>good where seen</u>	Windlass and Capstan <u>good</u>
Waterways <u>do</u>	Breasthooks and Stemson <u>do</u>	Pumps <u>do</u>
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>do</u>
Upper Deck Beams & Fastenings <u>do</u>	Timbers of the Frame at the openings <u>do</u>	Masts, Yards, &c. <u>do</u>
Lower Deck Beams & Fastenings <u>do</u>	Ditto Ditto at other places <u>do</u>	Condition, how ascertained <u>by inquiry & inspection</u>
Planksheers <u>do</u>	Keelsons <u>do</u>	Sails <u>Sufficient</u>
Sheerstrakes <u>do</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>do</u>
Topsides <u>do</u>	Ceiling <u>do</u>	Cables <u>do</u>
Wales <u>do</u>	Rudder <u>do</u>	Hawsers and Warps <u>do</u>
Plating (Bottom) and Counter <u>do</u>	Copper <u>When put on</u>	Standing & Running Rigging <u>do</u>
	Caulking of <u>good where seen</u>	
Engine Room Skylights <u>Secure</u>	Bottom, Deck, & Waterways <u>seen</u>	
Coal Bunker, Openings, Lids, &c. <u>Secure</u>	Scupperns <u>good</u>	Cargo and Main Hatchways <u>good</u>
		Hatches <u>new</u>

General Observations and Opinion, We are of opinion that this vessel is in good and efficient condition, and eligible to be marked S S No 2 - 70; and from a careful examination of the vessel and of the copy of the original Report upon her, No 9565, would respectfully recommend her to the favorable consideration of the Committee for the 90 A.I. Character.

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

Special..... 3 : 3 :

Certificate (if required) .. 35 ..

Committee's Minute 28th October 1870

Character assigned 90 A 1

S.S. No 2 - 70

IRON 447-0206

Lloyd's Register
 Foundation

of the vessel, and of the copy of the original report upon her, she would appear to compare very favorably for the 90 A grade.

The chief discrepancy appears to exist in the floor plates which are $17\frac{1}{2} \times \frac{7}{16}$ in the vessel in lieu of $18 \times \frac{7}{16}$ required by Rule; but then they are spaced at only $21\frac{1}{2}$ in lieu of $22\frac{1}{2}$, and she has a double bottom extending for a length of 116 feet amidships, whilst both deck stringers are in excess of the requirements of the Rule, and the main sheerstrake is doubled for three-fourths its length although the vessel is under 12 depths in length.

The numbers for scantlings are as follow:—

$$\begin{array}{rcl}
 \text{Half Moulded breadth} & = & 14.0 \\
 \text{Depth as per Rule} & = & 18.9 \\
 \text{Girth of } \frac{1}{2} \text{ midship frame} & = & 30.2 \\
 & & 62.9 = \text{first number} \\
 \text{Length} & = & 201.8 \\
 & & \begin{array}{r} 5032 \\ 629 \\ 12580 \end{array} \\
 & & \hline
 & & 12,693 = \text{Second Number.}
 \end{array}$$

R. Reed.
Wm J. Bond

New Measurements.
 Gross tonnage 772.79
 Engine space 247.29
 Crew space 32.10
 Net Register 493.40

R. R.
W. J. B.