

8813

IRON 448-0164

REPORT of SURVEY for REPAIRS.

Partly Rebuilt & lengthened 18 ft

Ric 7/3/11

No. in Reg. Book. No. 4043 Survey held at Hull Date, first Survey 21st June/76 Last Survey 28th Feb 1877

on the Iron hull ship "Resolute" now "Paradox"

Master

Wm Sumley

Tonnage 358 built at Glasgow

When built 1857

By whom built

Owners

J. H. France

Port belonging to

Gool

Destined Voyage

Coasting

If Surveyed Afloat or in Dry Dock & Coopers dry dock & afloat in Albert Dock, Hull & Gool Dock

Last Survey, No.

8012

Port

Iron

Classed

9

Ship on water

REPAIRS, &c. in accordance with the Rules Survey No 3 -

The close ceiling in fore holds removed and the plating scraped clean. Cement partly removed. Thickness of plating ascertained by drilling. Thickness $7/16$ & $5/16$. The after portion of the vessel from midships aft say 84 feet renewed in accordance with section attached say keel $6 \times 2 \frac{1}{8}$. Stern frame $1 \frac{1}{2} \times 3$ after Post $7 \times 3 \frac{1}{2}$. Maines $3 \times 2 \frac{1}{2} \times \frac{1}{16}$ spaced $18''$ Reverse angle $2 \frac{1}{2} \times 2 \times \frac{1}{16}$ to upper part of Bilge & Gunwale alternately. Floor plates $12 \times \frac{3}{8}$. Deck Beams $5 \frac{1}{4} \times 3 \times \frac{1}{16}$ on alternate frames say 25 in new & 13 in old pt. Gunwale stringer plate $2 \frac{1}{2} \times \frac{1}{16}$ renewed all fore & aft. Deck tie & diagonal plates $8 \times \frac{1}{16}$ poop extending in length over engine room the frames being extended to the lower pt of round and the alternate frame carried across & forming Beams. Fore & aft tie plates $8 \times \frac{1}{16}$ Plating $\frac{1}{16}$. Deck 6×3 yellow pine. Main Shustrake $\frac{1}{16}$ thence to bilge $\frac{1}{16}$ d. to Garboard strake $\frac{1}{16}$. Gun strake $\frac{1}{16}$ the strake below Shustrake doubled for 129 feet. Bulwark plating $\frac{1}{16}$ three Bulkheads renewed with $\frac{1}{16}$ plating and $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{1}{16}$ angle iron 30 in apart. Main deck renewed with 6×3 yellow pine fore & aft. Windlass stripped & refitted. Bottom cemented to turn of Bilge remainder of plating coated with Tar or Paint. Ceiling renewed throughout with $2 \frac{1}{2}$ P. pine to top of Bilge, above Spar Ceiling $6 \times 1 \frac{3}{4}$ Pitch Pine. All Bulwark double (vertical) edges kept riveted & I over.

Present Condition of the

6 x 1 3/4 Pitch Pine All Bulwark double (vertical) edges kept riveted & I over.

Decks New & caulked

Waterways Gutter

Comings how

Upper Deck Beams & Fastenings largely renewed

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Breasthooks and Stenson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rudder New 4 5/8 at head plating 1/16

Copper 2 7/8 at head When put on

Caulking of

Bottom, Deck, & Waterways good

Windlass and Capstan winch

Pumps how

Boats

Masts, Yards, &c. New

Condition, how ascertained

Sails

Anchors No. of 3 B 13 & 2 Kedg

Cables New 180 lbs 1 1/8 & 1 1/16

Hawsers and Warps

Standing & Running Rigging New

Engine Room Skylights for

Coal Bunker, Openings, Lids, &c. for

Scuppers for

Cargo and Main Hatchways for

Hatches for

General Observations and Opinion,

This vessel having complied with the Rules Survey No 3 in the fore body & the after body been rebuilt in accordance with the original scantling see section attached - Is now in good condition and eligible in our opinion to be classed B 1 & marked S.S. No 3-71) Cem. 65. & 71

The Amount of Entry Fee.....£ 4: - - is received by me,

No. 8 & 21/- Special..... 5: 5: -

Certificate (if required) - 5: -

Committee's Minute

14th March

18

Character assigned

B 1

S.S. No 3-71

Mr W. Gemmell & 1-6/-

write Surveyor

Surveyor 1919
I have examined these Reports and concur in the opinion that the vessel is eligible to be classed B 1 and to be marked S.S. No 3-71 -
Partly rebuilt & lengthened 18 ft
14/3/71

8813 tons.

Custom House dimensions Length 172 feet Breadth 20.8 ft Depth 11.85 feet

Tonnage under deck	297.94
Boat	58.48
Lamp Lockers	1.62
	<hr/> 358.04
Engine room	114.57
Board of Trade	17.28
	<hr/> 131.85
	<hr/> 226.19

Certificates of Chain cables from Sunderland Public Testing House dated 21st & 27th Decr/89. 7th Mar
and 25th & 28th Nov/90 respectively & signed John Hartness Superintendent

Do of 2 anchors from Sunderland Public Testing House dated 28th March & 19th Nov/91
& signed John Hartness Superintendent

St. Stock	7 C 9 lbs
9 th 0.23	tested to 11.6.3.14
8.2.0	do 10.12.2.0

*Consolidated
General House & Marine Insurance Co. Ltd.
1891*



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Foundation