

No 3 S. Survey, and proposal to change character. *757*
REPORT of SURVEY for REPAIRS.

No. in Reg. Book. *340* No. *340* Survey held at London Date, first Survey 6th Feb^r Last Survey 16th March 1871
on the Sewer "Charles Caffer" Master J. Duff
Tonnage 754 built at Newcastle When built 1864
By whom built Palmer Owners E. Noble
Port belonging to London Destined Voyage —
If Surveyed Afloat or in Dry Dock Jackson's Wharf and Regent Dry Dock.
Last Survey, No. 3606 Port Iron Classed A1

REPAIRS, &c.

8, 64.
All the man-holes in tank tops opened and the whole of the close ceiling clear of tanks removed. The coal bunkers cleared. Plating drilled — no apparent decrease in thickness. Windlass stripped. Cables ranged. Upon removal of boilers vessel examined in way of same.

Repairs &c. — A few defective rivets in plating renewed under boilers. Asphalt repaired where required. Vessel cleaned and painted inside and out. New boilers — engines overhauled — certificate attached. Deck where removed for renewal of boilers efficiently replaced.

At request of owner compared the vessel's 1st entry report with the present Rules with a view to change of character. The following are her dimensions and scantling numbers: —

P. J. O.

Present Condition of the

Decks	<i>Good</i>	Keelsons	<i>where seen.</i>	Windlass and Capstan	<i>Good and efficient.</i>
Waterways		Breasthooks and Stems		Pumps	
Comings		Transoms, Pointers, and Crutches		Boats	
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings		Ditto Ditto at other places		Condition, how ascertained	
Plank sheers		Clamps and Shells		Sails	
Sheerstrakes		Ceiling		Anchors No. of	
Topsides	Rudder	Cables	<i>Complete.</i>		
Wales	Copper	Hawsers and Warps			
Plank (Bottom) and Counter	Caulking of	Standing & Running Rigging	<i>Good.</i>		
Engine Room Skylights	Bottom, Deck, & Waterways				
Coal Bunker, Openings, Lids, &c.					
Scuppers					
Cargo and Main Hatchways					
Hatches					

General Observations and Opinion, *The No 3 Survey having been complied with, and the vessel being in good and efficient condition, we recommend her to be marked in the Register (S.S. No 3-71.) Respecting Owner's request for change of character, we recommend her to the favorable consideration of the Committee for the S5 A1 Class.*

The Amount of Entry Fee..... £ *7* : - : - is received by me,

Special..... *5* : *5* : -

Certificate (if required) : *5* : -

Committee's Minute *31st March 1871*

Character assigned *S5 A1*
Mc S.S. No 3-71

J. H. Eastlake.

Thos. H. Brown

I have examined the 1st entry report of this vessel and concur in the recommendation that she be favorably considered by the Committee for the S5 A1 Class - 30/3/71.

R0N448-0231

8878 Iron

Half Moulded Breadth - - - - - 13.9

Depth from upper part of Keel
to top of Upper Deck Beams } - - - 19.2

Girth of Half Midship Frame } - - - 30.0
as per Rule

1st Number - 63.1

Length - - 200

2nd Number - 12620.0

Find the reversed frames and the floor plates $\frac{7}{16}$ thin, but the frames are 1 inch closer than required.

The plating is equal to the 90 A. grade with the exception of the sheer strake which is $\frac{2}{16}$ thin - this is however doubled for $\frac{3}{4}$ the length of the vessel with $\frac{7}{16}$ plate.

The upper deck stringer is 4 ins narrow and $\frac{1}{16}$ thin; the lower deck do. is 3 ins wider than required and of the proper thickness - it is not however attached to outside plating.

J. H. Eastlake.

Thos. A. Wain



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