

*Lengthened in Midships 40 feet*  
**REPORT of SURVEY for REPAIRS.**

No. in Reg. Book. *160* No. *10076* Survey held at *Sunderland* Date, first Survey *31 Dec 1870* Last Survey *6 April 1871*  
on the *Iron S. Steamer Hector* Master  
Tonnage *1614* built at *Sunderland* When built *1863* (*4260*)  
By whom built *Jas. Swan* Owners *Goulding & Co*  
Port belonging to *Sunderland* Destined Voyage  
If Surveyed Afloat or in Dry Dock *Dry Dock & afloat*

Last Survey, No. *5711* Port *London* Classed *9 A 1867, I.S. 65.*  
REPAIRS, &c. *Midship Section & form comparing ship with the Rule for 90A Grade - appended.*

*This vessel has now been lengthened in the Midship body 40 feet. her Registered dimensions and Tonnage are as follows, Viz:-*

<i>Length 284' 4"</i>	<i>Tonnage under Main Deck 1382.44</i>
<i>Breadth 34' 8"</i>	<i>" " Upper Deck 584.37</i>
<i>Depth at side 20' 1"</i>	<i>Bridge House 11.78</i>
<i>" " 27' 8"</i>	<i>1978.57</i>
	<i>382.92</i>
	<i>1595.65</i>

*It will be seen the breadth is a little increased but the requirements are the same.*

*Length 275.0 Breadth 34.0 Depth 22.8 & 29.8 to upper deck from keel,  
1/2 depth to middle deck 35.6 do to upper deck 42.6*

*First Number 74 Second do 20.667. Third do 89. Fourth do 24.579.*

Present Condition of the		Midship Section attached		(P.J.O.)	
Decks	<i>Good</i>	Freeboards	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>"</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>Well found</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of 3 <i>do</i> <i>8 1/2</i> <i>do</i>	
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables <i>Complete 300 fathoms of 1 1/2" 1 1/8"</i>	
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>Sufficient</i>
Plank (Bottom) and Counter	<i>do</i>	Copper Paint & When put on	<i>new</i>	Standing & Running Rigging	<i>fine</i>
Engine Room Skylights	<i>Good</i>	Caulking of		Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Scuppers	<i>Good</i>				

General Observations and Opinion, *This vessel is now in an efficient state and fit to carry dry and perishable cargoes with safety to and from all parts of the world and in our opinion entitled to be be Classed 90A1 and marked I.S.-1871.*

The Amount of Entry Fee.....£ 3 : " : " is received by me,  
*Special.....10 : 10 : "*  
Certificate (if required) " : 5 : "

Committee's Minute *14 April* 18 *71*

Character assigned *90A1 I.S. No. 2-71*  
*3 deked*

*This vessel as been lengthened and strengthened as sanctioned by the Committee with a view to her being classed 90A1. These details are given in the Memorandum that she be classed 90A1.*  
*SS No. 2-71 14/4/71*



89 23 Iron

This Vessel is now lengthened in Midships 40 feet, the whole of the parts is of the same scantlings, and wrought in the same manner, and otherwise conforms to the original structure, in the shifting of the butts, and rivetting &c

The recommendations contained in the Secretary's letter dated Dec 24. 1870 have been carried out, the Strake of Plating doubled in Topside 43 inches broad by  $\frac{5}{16}$  thick, (or  $\frac{3}{16}$  in excep) in the Midship body for about  $\frac{3}{5}$  her length, also 15 inches by  $\frac{1}{16}$  of plating added to the inside of Upper Deck Stringer plate secured to ditto by a doubling plate single rivetted to both edges, and a plate  $20\frac{1}{2}$  broad by  $\frac{1}{16}$  thick added to the inside of Main Deck Stringer Plate & secured to each other with a doubling plate same as Upper Stringer for about  $\frac{3}{5}$  the length in Midship body of ship. A Strake of outside doubling plate at bilges at Floorheads  $\frac{1}{16}$  <sup>thick</sup> for about  $\frac{1}{2}$  the length in the Midship body, also the butts of two Strakes above ditto treble rivetted on both Straps  $\frac{1}{16}$  thicker than the plating.

The upper part of the Stem and Bow has been altered to improve her shape forward. New Shaft to the Propeller, New Boilers & Boiler bearers. The wood ceiling removed all fore & aft on both sides, in the lower hold, and the rust scraped or beaten off and painted with red lead.

The new part cemented to the turn of bilges, and the remainder of the cement examined and open places mended, and the rest in good condition. The ship painted inside & outside

Now supplies 75 fathoms of  $1\frac{3}{16}$  chain tested to 59 $\frac{1}{2}$  Tons. Certificate from Sunderland Public Testing House signed John Hartnup, including the anchors viz -

34-0-0	-	Tested to	31-12-2-0
32-2-0	-	do	30-10-0-0
30-1-17	-	do	28-19-0-0

The Original chain on board 225 fathoms of  $1\frac{1}{16}$  has been retested to the strain required for  $1\frac{1}{16}$  chain viz 55 $\frac{1}{2}$  Tons & 4 samples broken which gave a margin of 10818 per cent beyond the Admiralty proof test for  $1\frac{1}{16}$  chain as per Table 22. Certificate produced and signed by John Hartnup.

Senhouse Martindale

James Siburn



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