

*Lengthened 40 feet in Midships.*

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 300 No. 10040 Survey held at Sunderland Date, first Survey 10<sup>th</sup> Decr 70 Last Survey 20<sup>th</sup> Jan 71 1871  
 on the Iron SS Good Hope Master Bairnton  
 Tonnage 1524.35 built at Sunderland When built 1868 (6.4.68)  
 By whom built James Laing Owners C. G. H. St. Shipping Co  
 Port belonging to London Destined Voyage Cape of Good Hope  
 If Surveyed Afloat or in Dry Dock Dry Dock  
 Last Survey, No. 9066 Port London Classed A 13.70

## REPAIRS, &amp;c.

*This vessel is now lengthened in midships 40 feet. Her Registered dimensions & Tonnage are as follows, viz.*

Length <u>268.6</u>	Under Tonnage Deck <u>1039.47</u>
Breadth <u>32.1</u>	Upper Deck <u>487.42</u>
Depth (Main Deck) <u>17.65</u>	Houses <u>34.51</u>
do Upper Deck <u>24.6</u>	Total Tonnage <u>1561.40</u>
$\frac{1}{2}$ Girth <u>38.2</u> , Depth <u>20.27</u> ft to Main	Engine Room <u>284.95</u>
& Upper deck respectively	<u>1276.45</u>
<u>1<sup>st</sup> No 74.2, 2<sup>nd</sup> No 19.885</u>	Crew Space <u>37.05</u>
	<u>1239.40</u>

*Under 10 & 14 depth in length & a little over 8 Breadths in length.*

(P.T.O.)

## Present Condition of the

Decks <u>Good</u>	Trunnels <u>Good</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>6</u> <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>do</u>
Planksheers <u>do</u>	Keelsons <u>do</u>	Sails <u>Well found</u>
Sheerstrakes <u>do</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>3</u> <u>Pro. S &amp; Redg</u>
Topsides <u>do</u>	Ceiling <u>do</u>	Cables <u>Complete</u>
Wales <u>do</u>	Rudder <u>do</u>	Hawsers and Warps <u>Sufficient</u>
Plank (Bottom) and Counter <u>do</u>	Copper Painted When put on <u>New</u>	Standing & Running Rigging <u>Good</u>
	Caulking of <u>do</u>	
	Bottom, Deck, & Waterways <u>Good</u>	
Engine Room Skylights <u>Good</u>	Coal Bunker, Openings, Lids, &c. <u>Good</u>	Scuppers <u>Good</u>
		Cargo and Main Hatchways <u>Good</u>
		Hatches <u>Good</u>

## General Observations and Opinion,

*Is now in an efficient state fit for the safe conveyance of dry & perishable cargoes to and from all parts of the world & respectfully recommend her to the Committee favourable consideration to the 90 A Grade, the doubling plates of plating now put on being a full compensation for the deficiencies when built.*

The Amount of Entry Fee.....£ 3 : : : is received by me,

Special..... 8 : 8 : :

Certificate (if required) : : 5 : :

Committee's Minute 13 June 1871Character assigned 90 A 1

*ML record lengthened*  
*TRW*

*By the amended Iron Rules the plating is sufficient for the 90 A class and taking into consideration the strength gained by the doubling at the bulkheads and the fact that the deficiency in the upper stringer plates might be considered as compensation therefore concur in the recommendation to class 90 A 3 which -*

9064 Lin

This vessel is now lengthened in Midships 40 feet the whole of the part added is of the same scantling, and is wrought in the same manner, and otherwise conforms to the original structure, in the shifting of the plates and butts, rivetting &c. also Decks & Waterways.

The following additional securities have been introduced viz The Strake of plating below the Upper Deck Sheerstrake has been doubled with a plate  $40\frac{1}{2}$  inches wide by  $\frac{5}{16}$  thick for about 135 feet in the Midship body of the ship, also a Strake at the Bilge doubled with a plate 32 inches wide by  $\frac{10}{16}$  thick for about the same length in Midship body. A great part of the wood ceiling in the bottom has been taken up and examined and the cement in a few places <sup>mended</sup>. The new part is also cemented up to the turn of Bilge, and the vessel cleaned and painted inside & outside.

The Upper Deck Stringer has not been increased in width <sup>& Midship</sup> as recommended, the Builder considers the great width of the opposite doubling plate 3 ft. 4 in. by  $\frac{5}{16}$  makes her very strong and efficient aloft. The frames are  $\frac{1}{2}$  an inch wider on one flange &  $\frac{1}{16}$  thicker than required & are double in the bottom for  $\frac{1}{2}$  her length in the Midship body. Builders letter attached dated June 8. 1871. also Midship Section, comparison of scantlings & Engineers certificate. This Report has been delaying owing to the letter which the Builder desired to send, having just been received.

Supplied at present or retested

3 Anchors (Bowers)	30" 2" 16	Tested to	27-2-3-7
" "	30" 2" 12	do	" 29-1-8-14
" "	25" 2" 14	do	" 25-5-3-21 Retested
	86-3-14		

30 fathoms of  $1\frac{1}{8}$  Chain Tested to  $55\frac{1}{8}$  Tons, 270 fathoms Retested.

Certificates produced from the Sunderland & Near Public Testing Houses, with this endorsement viz "3 Samples of this Chain Tested to breaking strain showing a Margin of 30 per cent 27 tons & 40 tons respectively above Admiralty Proof for  $1\frac{1}{8}$  Chain  
Signed John Hartnef

Leithhouse Martindale

67/26/93



© 2019

Lloyd's Register Foundation