

# REPORT of SURVEY for REPAIRS.

No. in  
Reg. Book.

No. 11496

Survey held at

Newcastle

Date of Survey

20th March

Last Survey

11 May 1871

on the

V. I. C.

John Lewis & Co

Master

G. Grayson

Tonnage

867.69

built at

Newcastle

When built

1861

By whom built

Palmer & Co

Owners

John Lewis & Co

Port belonging to

London

Destined Voyage

Baltic

If Surveyed Afloat or in Dry Dock

Palmer's dry dock & afloat.

Last Survey, No.

7770

Port

Iron

Classed

A. I.

S. S. Ton No 1-70.

270.

REPAIRS, &c. how done.

This vessel has now been cut asunder and lengthened 30 feet, in accordance with the midship section attached, and the Secretary's letter of the 29th December 1870. The double bottom has been fitted in new portion, and cemented; the keels of stumps, plating &c properly shifted, and the work satisfactorily performed. The liquor room and coal bunkers have now been entirely cleared, and all oxidation removed, and scraped and painted; new Boilers have been supplied, and the engines repaired and altered. The deck from R.D. Deck to deckhouse nearly all renewed, and the whole recaulked; and a new patent Iron Windlass has now been supplied.

Present Condition of the

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

General Observations and Opinion.

This vessel having now been lengthened satisfactorily, and all the recommendations of the Principal Surveyors carried out, I am of opinion that she is now in good and efficient condition, and eligible to be classed S.O.A.I., as desired by the Owner.

The Amount of Entry Fee.....£ 2 : : : is received by me,

Special..... 8 : 5 : :

Certificate (if required) : : 5 : :

Committee's Minute 30th June 1871

Character assigned S.O.A.I.

A. R. Reed.

This vessel it appears has been lengthened and strengthened as approved by the Committee I therefore concur in the opinion that she is eligible to be classed as recommended by S.O.A.I. foundation 29/6/71



9184 Iron

15 fms of 1<sup>1</sup>/<sub>16</sub> Stud-hup Chain cable has now been supplied, tested to <sup>bars</sup> 34<sup>1</sup>/<sub>2</sub> <sup>bars</sup> 3 <sup>bars</sup> 0 <sup>bars</sup> 0, at Lloyd's Lane P.H. signed R. Banell Sup<sup>t</sup>.

Account of Tonnage & measurement.

Tonnage under tonnage deck	—	214.07
Of	of beam	48.03
Of	House	5.59
Gross Tonnage	—	267.69
Ornament	—	41.57
Engine Room	—	277.66
} =		319.23
Register tonnage	—	<u>548.46.</u>

ft. Dimensions as per Register ft.  
Length 231.1. Breadth 28.2. Depth 14.25.

The bottom has now been scraped and painted.

*R. Banell*

