

# REPORT of SURVEY for REPAIRS.

Rev 21/8/91

No. in Reg. Book. **No. 11537** Survey held at Newcastle Date, first Survey 26<sup>th</sup> July Last Survey 12<sup>th</sup> August 1871  
on the Iron S. S. "John Liddell" Master N. Watts

Tonnage 699 built at Newcastle When built 1863, 9 mo.

By whom built Mitchell Owners Pring & Co.

Port belonging to London Destined Voyage France

If Surveyed Afloat or in Dry Dock On a patent slip way and afloat

Last Survey, No. 6682 Port Iron Classed 10, 68.

REPAIRS, &c. Now done.

The ceiling all removed; the vessel thoroughly scraped, cleaned and painted; the chain-cables ranged on deck, and found complete and satisfactory; and the upper deck caulked.

One damaged plate in the bottom on the Starboard side, taken off and renewed; and two broken frames in the way thereof efficiently scapged. Several rivets renewed, and the Rudder rubbing & braces bushed.

The Owners wish to have her placed on the numeral system of classification.

Her dimensions according to Rule are—  
Length 195.5  
Breadth 14.0  
Depth to top of keel 18.1  
Half breadth 30.3  
Nos for Scantlings 62.3 and 12199.  
Under 8 breadths and 11 depths to length

T. J. O.

Present Condition of the

Decks	caulked	good	Transoms	Rivets	good	Windlass and Capstan	good
Waterways		gutter	Breasthooks and Stemson		"	Pumps	"
Comings		good	Transoms, Pointers, and Crutches		"	Boats	3
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	from the deck & engine
Planksheers		"	Keelsons		"	Sails	"
Sheerstrakes		"	Clamps and Shelves		"	Anchors	No. of 3 B 15. 2 1/2 "
Topsides		"	Ceiling		"	Cables	270 Fathoms "
Wales		"	Rudder		"	Hawsers and Warps	good & sufft.
Plank (Bottom) and Counter		"	Copper Asphalt When put on	1863		Standing & Running Rigging	"
			Caulking of				
			Bottom, Deck, & Waterways	good			

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good

General Observations and Opinion,

Under the whole of the circumstances of this case, and the vessel being in excellent condition, we respectfully recommend her for the favorable consideration of the Committee to be classed S. S. A. 1, and to be marked in the Register Book S. S. N<sup>o</sup> 3-1871.

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

Special.....x 2 : 2 : "

Certificate (if required) " : 5 : "

Committee's Minute 24<sup>th</sup> August 1871

Character assigned

S. S. N<sup>o</sup> 3-71

J. J. Bone

A. J. Reed

I concur in the recommendation that this vessel be classed S. S. A. 1, and to be marked in the Register Book S. S. N<sup>o</sup> 3-71.



On examination of the copy of the First Entry Report of this vessel, it appears that the frames and reversed frames are the size required by Rule, the latter extending to the upper part of bilges and gunwale alternately instead of to lower deck stringer angle iron and gunwale. The floor are  $16\frac{1}{2} \times \frac{7}{16}$  instead of  $17\frac{1}{2} \times \frac{9}{16}$ ; but they are spaced 18<sup>in</sup> apart, when they might be 22<sup>in</sup>, which we respectfully submit is compensation.

The upper deck stringer plate, with doubling plate, are equal to the requirements of the Rules: the lower deck stringer is equal in sectional area, but is not attached to the shell.

By comparing the thickness of plating (which is ascertained not to be reduced in thickness) with the requirements for 90 A grade, it appears that the flat keel plate is  $\frac{3}{16}$  thicker, the whole of the plating from garboard to Sheerstrake is equal thereto; and the Sheerstrake is  $\frac{9}{16}$  doubled for more than  $\frac{3}{4}$  its length with  $\frac{7}{16}$  plate, the thickness <sup>allowed</sup> being  $\frac{10}{16}$  for 90 A.

The edges of plating from garboard to bilge are single riveted, but she has a tank extending over the entire midship portion of the vessel.

J. J. Bone  
R. J. Reed.