

REPORT of SURVEY for REPAIRS.

No. 11662 Survey held at Newcastle Date, first Survey 25th Aug Last Survey 6th Dec 1871
 on the L. S. "Richard Cobden" Master Alfred Bee
 Tonnage 1348 built at Sunderland When built 1868 - 3 mo.
 By whom built W. Pile Owners Ryde Co
 Port belonging to London Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock On patent slipway
 at Survey, No. 8019 Port Iron Classed B 1

WORKS, &c. now done in accordance with the Rules for Surveying.
 The hold cleaned, and ceiling removed equal to one
 take all fore and aft, and the whole of it outside, for
 lengthening the vessel. The inside and outside scraped
 and painted. The cement examined and found satis-
 story, or made good where required.

This vessel has now been lengthened 44 feet amid-
 ships, similarly in all respects to the "Charles Howard"
 "Blonde" (Reports No 11288 & 11587). The new portion has been
 constructed in accordance with the arrangements and
 fittings in the appended section, and the recommenda-
 tions of the Principal Surveyors.

The scullery of the new portion acc. Frames $4 \times 3 \times \frac{7}{8}$
 Keelsons do $3 \times 2 \frac{3}{4} \times \frac{7}{16}$. Floors $19 \frac{1}{2} \times \frac{9}{16}$ - spaced 23"

Present Condition of the

Decks	Transoms	Windlass and Capstan	Good
Waterways	Breasthooks and Stemson	Pumps	"
Omings	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	Seaman
Planksheers	Keelsons	Sails	Good & sufficient
Sheerstrakes	Clamps and Shelves	Anchors No. of	3/8 15 2 1/2
Topsides	Ceiling	Cables	300 fms - 1 9/16
Wales	Rudder	Hawsers and Warps	Good & sufficient
Planks (Bottom) and Counter	Copper	Standing & Running Rigging	Good & sufficient
Engine Room Skylights	Caulking of	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	Hatches	Good
General Observations and Opinion,			

This vessel is in a good and efficient state of repair and
 the work of lengthening has been done in a satisfactory
 manner. She is eligible in my opinion to be classed
 90A 1 (during docked) S.S. No 1-71.

The Amount of Entry Fee.....£ 3 : 0 : 0, is received by me,

Special..... 6 : 6 : 0

Certificate (if required) " : 5 : 0

Committee's Minute 9th January 1871

Character assigned 90A 1

Annexed to the Report

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9692 Lm

Repairs continued

The batts of plating, stringer, tie plates, keelsons have all been properly shifted and connected in accordance with the Rules.

This vessel has now been converted into an "Awning Decked" ship, by connecting the poop and Forecastle. As compensation for the additional length, the strake of lapstrake plating has been doubled $\frac{7}{16}$ thick for $\frac{2}{3}$ the length of the vessel amidships. The awning deck stringer plate has been made $30 \times \frac{9}{16}$ and main deck stringer plate $40 \times \frac{10}{16}$. And sheer strake and lapstrake plating to awning deck $\frac{7}{16}$ thick. A bilge keelson has been fitted $3 \times 3 \times \frac{7}{16}$ with bulb plate between $7\frac{1}{2} \times \frac{7}{16}$.

The following are the new dimensions and tonnage and equipment.

Length per Register	249.0	Tonnage under awning deck	916.25
Breadth	30.1	" awning deck	409.24
Depth	$\frac{17.3}{24.1}$	" Hull or deck	22.83
		" Gross	1348.32
		Crew space	43.33
		" Engine room	431.46
		" Register Cab on line	873.53

Equipment

Number 18647 J.M.

Chain cable 300 fath $1\frac{9}{16}$ tested to 47 $\frac{10}{20}$ Tons.

Anchor 1 / Broken	23.3.26	22.17.2.0
1 -	23.2.4	23.10.3.21
1 -	20.0.7	20.17.0.21

all tested at the Liverpool B.H. and signed John Kestness Supr. -

Rep. Marshall

I concur in the recommendation that this vessel be classed 90A.1. J.M.

1870 B.H.

Length 25.1891 -

9/1/76 J.S. Register Foundation