

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 10281** Survey held at **Sunderland** Date, first Survey **19th July** Last Survey **29th Nov^r 1871**
 on the **Iron Screw Steamer "Thetis"** Master **Thos. Driver**

Tonnage **See other Side** built at **Sunderland** When built **1866**

By whom built **W. Pile & Co.** Owners **Messrs J. & J. Mait**

Port belonging to **North Shields** Destined Voyage **Coasting**

If Surveyed Afloat or in Dry Dock **Bridge graving dock**

Last Survey, No. **7826** Port **Sunderland** Classed **A-1**

REPAIRS, &c.

Now done, This vessel has been lengthened about 40 feet amidships, the scantlings of the new portion being in accordance with those marked on the tracing of Midships Section attached, and as recommended by the Principal Surveyors in their remarks dated 17/7-1871.

The upper deck stringer has been increased in width to 40 ins, for half the vessel's length amidships, with $\frac{7}{16}$ plating, and the Hold Beam stringer plates, connected to outside plating, as per section; The plating of the strakes marked A & B, are of $\frac{7}{16}$ & $\frac{1}{16}$ in thickness in the new portion, and the middle line Keelson, side intercostal plates, and the Bilge Keel, are continued in the new part, the same as in the original construction, & the requirements of the present rules for the building of Iron Ships, have been complied with, when practicable.

The Boilers have been replaced with new ones, and a great part of the Machinery renewed; the spaces under the Boiler

Present Condition of the

Decks In good condition	Rivets When seen good	Winches O. S. Over
Waterways "	Breasthooks and Stemson "	Windlass and Capstan Good
Comings "	Transoms, Pointers, and Crutches "	Pumps Metal & good
Upper Deck Beams & Fastenings "	Timbers of the Frame at the openings "	Boats 3 H.
Lower Deck Beams & Fastenings "	Ditto Ditto at other places "	Masts, Yards, &c. When practicable
Planksheers "	Keelsons "	Condition, how ascertained
Sheerstrakes "	Clamps and Shelves "	Sails
Topsides "	Ceiling "	Anchors No. of 30. 15. 2 1/2 and
Wales "	Rudder "	Cables 270 fath. 1 1/2 & 1 1/4
Plank (Bottom) and Counter "	Copper P. Cemented When put on Now	Hawsers and Warps Two new
	Caulking of	Standing & Running Rigging 5 1/2 & 6 1/2
	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,

This vessel is now in good and efficient condition and eligible in my opinion to be classed **SO A.I.**

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

Special..... 10 : 10 : :

Certificate (if required) , : 5 : :

Committee's Minute **20th February 1872**

Character assigned **SO A.I.**

Repairs Continued

9835 Iron

re-cemented, & the plating from bilge to bilge in the new part cemented with portland cement & sealed with 2 1/2 in pine; The greater part of the upper deck flat renewed with 3 1/2 yellow pine, the deck caulked, & the outer surface of outside plating coated with two coats of paint.

Now put on board 30 fathoms 1 1/6 chain tested to 37" 3" 0" ^{Iron cast-iron}
240 No. 1 1/6 " " to 37" 3" 0" X

A portion of the 1 1/6 chain has been proved to the breaking strain, and showed a margin of forty eight per cent over the Admiralty proof strain for 1 1/6 in stud link chain. Hand marked P.H.S. John Thompson, & W.T.C. John Hartness

One Anchor ^{Weight in stock} 18" 2" 1/4 tested to 19" 10" 3" 21" ^{Iron cast-iron} Rodgers Patent

One No. 18" 0" 10 " 19" 2" 0" 21" ^{CP}

One No. 13" 3" 0 One of the Bower anchors, previous to lengthening

One warp of 5 1/2, & One No. of 6 1/2 ins. New

Longage and dimensions
Length as per Register ----- 219.4
Breadth No. ----- 27.4
Depth of hold No. ----- 15.45

Gross Longage as per Register 830.35
Deduct for Propelling Power 265.71
No. for Crew Space 33.64
Nett Register 531.

James Liburn



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Foundation