

9807 9866 32160  
**REPORT of SURVEY for REPAIRS.**

No. in Reg. Book. 891 No. 1 Survey held at London Date, first Survey May 20<sup>th</sup> Last Survey February 1872  
on the "S.S. Cromwell" Master Pullock  
Tonnage 748.36 built at Calcutta When built 1865 4<sup>th</sup> M<sup>o</sup>  
By whom built S. S. 116<sup>th</sup> Owners Gen. S. Sec. Col. Co.  
Port belonging to London Destined Voyage Mediterranean  
If Surveyed Afloat or in Dry Dock Commercial Dry Dock & Afloat

Last Survey, No. 7629 Port Iron. Classed A 1  
12.69

**REPAIRS, &c.**

Now done. Vessel lengthened amidships 40.0  
Length p<sup>r</sup> Register 215.6 Val. moulded breadth 14.25  
Breadth 28.8 Depth to top of keel 17.6  
Depth 15.9 Girth 28.7  
Tonnage under deck 722.30 1<sup>st</sup> number 60.55  
" Round house 12.48 Length p<sup>r</sup> Rule 215.6  
" Sid houses 13.58 36330  
74836  
30275  
6055  
12110  
Engine space 151.53 2<sup>nd</sup> number 13054.580  
59680  
Crew space 31.99 Depths to Length 12.2  
Register Tonnage 564.84 Breadth to Length 7.5

**Present Condition of the**

For particulars of work now done P. J. A.  
Decks Good Ribs Good Transoms Good  
Waterways " Breasthooks and Stemson " Windlass and Capstan "  
Comings " Transoms, Pointers, and Crutches " Pumps "  
Upper Deck Beams & Fastenings " Trainers of the Frame at the openings " Boats "  
Lower Deck Beams & Fastenings " Ditto Ditto at other places " Masts, Yards, &c. "  
Planksheers " Keelsons " Condition, how ascertained "  
Sheerstrakes " Clamps and Shelves " Sails "  
Topsides " Ceiling " Anchors No. of "  
Wales " Rudder " Cables "  
Plank (Bottom) and Counter " Copper Cement When put on new Hawsers and Warps "  
Engine Room Skylights Good Caulking of " Standing & Running Rigging "  
Coal Bunker, Openings, Lids, &c. Good Bottom, Deck, & Waterways Good Scuppers Good Cargo and Main Hatchways Good Hatches Good  
General Observations and Opinion, Not complete

This vessel is now in good condition. She has been lengthened in accordance with the plan approved by the Committee and is in my opinion eligible to class 90 A.

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

Special..... 12 : 12 : } af

Certificate (if required) : 5 : } 16/2/72

Committee's Minute 23 February 1872

Character assigned 90 A

S. S. 116<sup>th</sup> = 72  
re cord Engineering

TRM



© 2019

Lloyd's Register Foundation

IRON450-0294



9846 Iron

Now done, Lengthened amidships as described making her 12.2 depths to length and 7.5 breadth to length.

The new part contains 24 frames of Angle iron  $4 \times 3 \times \frac{7}{16}$  and the reverse angle iron  $3 \times 3 \times \frac{7}{16}$  spaced 20" apart. New floors  $8\frac{1}{2} \times \frac{7}{16}$ , deck and hold beams  $7\frac{1}{2}$  bulb iron with angle irons on upper edge  $3 \times 3 \times \frac{9}{16}$  spaced on alternate frames and half length amidships. Deck Stringer plate amidships in the new part  $42 \times \frac{7}{16}$  tapered forward and aft to the breadth of the stringer. Angle iron on deck  $5 \times 4 \times \frac{7}{16}$ . Lower deck Stringer plate  $21 \times \frac{7}{16}$  and angle irons  $5 \times 4 \times \frac{7}{16}$ . Stringer in hold of double angle iron  $5 \times 4 \times \frac{7}{16}$ . Centre line keelson intercostal plate  $22 \times \frac{7}{16}$  and vertical plate standing above floors  $14 \times \frac{7}{16}$  with four angle irons  $5 \times 4 \times \frac{7}{16}$ . Sheerstrake doubled inside with  $\frac{7}{16}$  plates for a distance of 130 feet amidships, tie plate outside hatchway  $18 \times \frac{7}{16}$  and one additional pair of diagonal tie plates on upper deck  $18 \times \frac{7}{16}$ . Water ballast Tank fitted amidships, extending a distance of 104.4 from the Engine room bulkhead forward, on beams of  $2 \times 8 \times \frac{7}{16}$  with angle irons  $3 \times 3 \times \frac{7}{16}$  plated on top with  $\frac{5}{16}$  plates. Upper deck waterway  $12 \times 10$  Pitch Pine, bulwark Stanchions C. Oak, Upper deck  $3\frac{1}{2}$  Baltic Red Pine and ceiling on top of Tank 2" in thickness. The Boilers and ceiling all fore and aft removed, the vessel inside scraped and painted and the bottom cemented all fore and aft. The Boilers now renewed and the Engines fitted with surface condenser. The Anchors have not yet been changed, and the new Chain cables are 30 fathoms short for the increased Tonnage. The Owners intend to equip the vessel for the figure 1 on her return.

J. Lawrence



© 2019

Lloyd's Register  
Foundation