

# REPORT of SURVEY for REPAIRS.

10204

*Strengthening & S.S. No. 2.*

*not Recd 4/6/22*

No. in Reg. Book. **No. 11822** Survey held at North Shields Date, first Survey 17th Feb 18 Last Survey 22 March 18  
 on the S.S. "James Southern" Master G. McIntyre  
 Tonnage 513.39 built at North Shields When built 1865 - 5 new  
 By whom built Messrs T & W. Smith Owners Dixon & Co.  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock in Smithy dock.

Last Survey, No. 7843 Port From. Classed B. I. SS 1101 by n. 69.

REPAIRS, &c. This vessel has now been cut in two, and lengthened 20 feet amidships; the whole of the scantlings and arrangements in the new portion being carried out in accordance with the midship section attached; the upper strake of topside plating is doubled for  $\frac{3}{5}$  the length with  $\frac{7}{16}$  plating; the hold beam stringer is attached to the outside plating for  $\frac{3}{4}$  the length as recommended, and the upper <sup>deck</sup> stringer plate is increased 12" in breadth, the two being edge-riveted together, and tapered towards the ends as recommended. Nearly the whole of the ceiling has now been removed, all oxidation clipped or scraped off the whole interior and exterior of the vessel, the deck amidships renewed and caulked, and the vessel repainted inside and outside. The boilers have also been taken out and renewed, and the engines altered and repaired, for which see Machinery Certificate.

Present Condition of the

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

General Observations and Opinion, I am of opinion that this vessel is now in good and efficient condition, eligible to be classed 90A, and to be marked S.S. No. 2 - 1/2.

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

Special..... 4 : 4 : "

Certificate (if required) " : " : "

Committee's Minute 11th June 18 18

Character assigned 90A

The recommendations of the Committee having been complied with I am of opinion that this vessel should be classed 90A, without the Sign.



10204 Iron

The attired tonnages and measurements are as set forth below:

Tonnage under tonnage deck	761.87
do of raised quarter deck	28.12
do of houses on deck	7.56
do of forecastle	3.70
Gross tonnage	801.25
" Crew space as per Rule	31.46
" Engine room	256.40
" Register as a steamer cut on beam	513.39

Dimensions as per Register:-

Length 218.2 Breadth 28.3 Depth 15.9.

The equipment not being equal to the requirements of the Rules for the attired dimensions, and the Owners not wishing to supply new chains & anchors &c, I am unable to recommend her for the service.

J. Reed.



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