

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 1107** Survey held at **Newcastle** Date, first Survey **14 June** Last Survey **10 July** 18**72**
 on the **Iron Sp. "Leda"** Master **James Sword**
 Tonnage **158** built at **Newcastle** When built **1864** — **5 mo.**

By whom built **Hogerson** Owners **J. Bell.**

Port belonging to **Newcastle** Destined Voyage **Middlesbro'**

If Surveyed Afloat or in Dry Dock **Patent Slip.**

Last Survey, No. **4128** Port **Iron.** Classified **9 A1.**
 z.s. - 69. 5. 69.

REPAIRS, &c. Vessel placed upon the Patent Slip; the hold and fore and after peaks cleared; the whole of the ceiling removed; the cement-tiled and a portion removed, found good and adhering satisfactorily to the iron; the plating inside and outside, frames, floors, keelsons, stringers, and bulkheads all efficiently scraped; the thickness of plating ascertained by drilling at different parts, and found as follows: — Garboards $\frac{1}{16}$ ", Garb. to bilge $\frac{1}{16}$ ", Bilge to sheerstrake $\frac{1}{16}$ " sheerstrake $\frac{1}{16}$ "; Plank-sheer and waterway scraped bright; the windlass unhooked and wood linings stripped; the cables ranged on deck, and found complete. The following now done: — several keel rivets forward & aft renewed. Two new pillars to deck beams, two others repaired and re-riveted. angles to hatchway comings renewed. Four new shifts of deck. Cement renewed where necessary. Vessel efficiently coated inside and outside. Ceiling refitted and renewed where necessary.

Present Condition of the

Decks	Good.	Freemails	Rivets	Good.	Windlass and Capstan	Good.
Waterways	do.	Breasthooks and Stenson		do.	Pumps	do.
Comings	do.	Transoms, Pointers, and Crutches		do.	Boats	do.
Upper Deck Beams & Fastenings	do.	Timbers of the Frame at the openings		do.	Masts, Yards, &c.	do.
Lower Deck Beams & Fastenings	do.	Ditto 7722729 at other places		do.	Condition, how ascertained	from the deck
Plank-sheers	do.	Keelsons		do.	Sails	Sufficient
Sheerstrakes	do.	Clamps and Shells	Stringers	do.	Anchors No. of	2 B. 1 S. 1 H.
Topsides	do.	Ceiling		do.	Cables	Complete
Wales	do.	Rudder		do.	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	do.	Copper	When put on		Standing & Running Rigging	Good.
Engine Room Skylights		Caulking of			Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	Good where tested		Hatches	Good.
Scuppers	Good					

General Observations and Opinion,

This vessel is now in good and efficient condition, and eligible in our opinion to be classed 95 A1. and marked in the Register Book S.S. No 3-72.

The Amount of Entry Fee.....£ 10: 0: is received by me,

Special..... 4: 4: ,

Certificate (if required) .. 2: 6

Committee's Minute **1st August** 18**72**

Character assigned

95 A1 S.S. No 3-72



© 2019

Lloyd's Register Foundation

IRON451-0401

10394 *Ben*

The owner of this vessel being desirous that she should be classed under the rules now in force, her dimensions have been obtained and are as follows:-

Length as per Rule ^{ft.} 95
 1/2 moulded breadth - - - 13-0
 Depth as per Rule - - - 10-4
 1/2 Midship Girth - - - 20-5 = ^{1st No.} 43.7 x ^{2nd No.} 95 = 4151

Upon reference to 1st Entry report it will be observed that the Floor plates, Keelson, Stringer plate, and Stringer plate angle irons are less than required by Rule, all the other scantlings are in excess of the requirements, the outside plating being equal in thickness to, and the Garboard and bottom plating to bilge 1/16 above that required for the 100 A. grade. The frames spaced 18" apart.

In view of the above slight deficiencies and her present good condition, we are of opinion that her claims to classification will be fairly met by the 95 A.1. grade for which class we beg to recommend her to the favourable consideration of the Committee.

J. H. Cooke.

James Indie.



© 2019

Lloyd's Register
Foundation