

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 342 No. 10192 Survey held at London Date, first Survey 1<sup>st</sup> Nov Last Survey 28 Dec 1872  
 on the Seven 2<sup>nd</sup> M<sup>rs</sup> Holmeside Master M<sup>rs</sup> Dryden  
 Tonnage 771 built at South Shields When built 1871 7<sup>mo</sup>  
 By whom built Redhead Owners Harrison & Co  
 Port belonging to London Destined Voyage Shields  
 If Surveyed Afloat or in Dry Dock On the Victoria Dock Pontoon and afloat

Last Survey, No. 10192 Port Iron Classed 90 A1

REPAIRS, &c. For damage through collision  
On Port side in waist, three upper lengths of main frames and two of reversed frames each about 10 ft in length renewed 4 x 3 x 5/8 and 3 x 3 x 7/8 respectively. One upper deck beam arm pair of butt plate 7 x 7/8 with double angle irons 3 x 3 x 5/8 on upper edge. Stringer plate over same 3/8 x 1 1/2 together with 1 3/4 feet of gunwale angle iron and 10 ft of inner angle iron forming gutter waterway, renewed 4 x 3 1/2 x 5/8 and 3 x 3 x 5/8. Stringer plate on Hold beams 2 x 5/8 renewed and attached to skin plating by four short lengths of angle iron 3 1/2 x 3 1/2 x 5/8 also connected to reversed frames by a continuous angle iron 1 1/2 ft in length 4 x 3 1/2 x 5/8. Two bulwark plates renewed 5/8 thick and two others set fair. 4 ft of bulwark angle iron renewed 4 x 3 x 5/8. Two plates in sheer.

## Present Condition of the

Decks	Freeboards	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	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
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shetfs	Anchors No. of
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper sent When put on 1871	Standing & Running Rigging
Engine Room Skylights	Caulking of	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	
General Observations and Opinion,		

Is now in good and efficient condition, and in my opinion should remain as classed.

M. C. 72

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The Amount of Entry Fee.....£ 4 : - : 7 is received by me,

Special.....£ 3 : 3 : 3 31/1/73

Certificate (if required) : :

Committee's Minute 14<sup>th</sup> February 1873

Character assigned 90 A

M. C. 72 new damage repairs

M. C. 72



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11024 Iron

Sheer Strake  $3\frac{1}{2} \times \frac{1}{2}$  Three other plates of three consecutive Strakes down from same  $\frac{1}{2}$  thick renewed. Strake of deck next waterway renewed of Teak and three of deck next thereto, of Pine  $3\frac{1}{2}$  thick, fastened with nut and seven bolts of galvanized iron. Caulked butts of bottom plating, as also the whole of the wood work and the bottom coated with Black Varnish; rough tree-rail part new.

A full fore-castle, about 32 feet in length has been fitted in lieu of Monkey fore-castle which was carried away. The details of which are as follows. Viz. -

Seventeen new upper lengths of Main frames have been introduced on each side 14 feet and 11 feet respectively in length of angle iron  $4 \times 3 \times \frac{1}{2}$ , all properly shifted, connected to skin plating with angle irons  $5 \times 3\frac{1}{2} \times \frac{1}{2}$ . The beams are of angle irons  $5 \times 3\frac{1}{2} \times \frac{1}{2}$  spaced at alternate frames. Breast and Windlass Beams double. Stringer plate  $1\frac{1}{2} \times \frac{1}{2}$  and Stringer angle iron  $4 \times 3 \times \frac{1}{2}$  fore and aft tie plates  $1\frac{1}{2} \times \frac{1}{2}$  and the flat of deck of Birch Pine fastened with galvanized iron nut and seven bolts and caulked. Engines refitted.

W. H. Turner