

REPORT of SURVEY for REPAIRS.

Change of Owners

No. in Reg. Book. No. Survey held at London Date, first Survey 28th March Last Survey May 23rd 1873

on the Iron Screw London

Master Jos^{ph} Harris

401

Tonnage 1303

built at Newcastle

When built 1862

By whom built 1013

Leslie

Owners

J. Hall Jun^r

Port belonging to

London

Destined Voyage

Lisbon

If Surveyed Afloat or in Dry Dock

Union Dry dock and Afloat

Last Survey, No.

10300

Port

Iron

Classed

G. A. 1.

REPAIRS, &c.

Lifted the whole of the upper deck and part of the lower. Cleared the Coal bunkers. Lifted the Ceiling planks. took out the Boilers. Scraped clean the plating outside and inside. beat off all oxidation from boiler bearers. Engine Sleepers, stringers and plating. - Dug out the Cement from between the Ribs in each compartment. - Drilled holes in each course of plating, from the garb^l and up to Sheer strake, each side. Cut out new holes in the bottom for suction pipes. tested the thickness of plates. found them undiminished! fitted New boiler bearers, to the New boilers, doubled the Keelson plates below. - Lifted the windlapp. plated the deck beams at the fore end, and fitted a new 4 inch Yellow Pine deck, the middle line stuff of dau^gk Oak. New iron Coamings to all the large hatchways. smaller hatchways framed with teak. New Scuppers to deck. - Repaired the lower deck, doubled it in places. fitted a new iron beam. fore ends of iron box waterways filled in with Eng^h Oak. - below the bowsprit. Present Condition of the New iron ^{bulwark} Stations secured to waterway. New iron bulwark berthing

Decks	new	good	Freenails	Rivets (Some new)	good	Windlass and Capstan	in good order	P. t. over
Waterways		"	Breasthooks and Stemson		"	Pumps		"
Comings		"	Transoms, Pointers, and Crutches		"	Boats	5 in 10"	"
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	examined from the deck	"
Plank sheers		"	Keelsons		"	Sails		"
Sheerstrakes		"	Clamps and Shelves		"	Anchors	No. of 3 B. 1 S. 2 K	"
Topsides		"	Ceiling		"	Cables		"
Wales		"	Rudder	efficient	"	Hawsers and Warps		"
Plank (Bottom) and Counter		"	Copper	Cement	part new When put on now.	Standing & Running Rigging		"
		"	Caulking of		good			
		"	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,

Examined her inside and outside throughout, and in accordance with the Rules S.S. No 3. which have been complied with. -

The Owner is desirous of having this vessel classed under the New Notation, and on comparing the scantlings, with those given on the 1st Entry Report and with the present Rules, she appears eligible for the 100 A. 1. three decked class, and for which we beg respectfully

The Amount of Entry Fee.....£ 3 : -

is received by me,

Special..... 10 : 10 :

Certificate (if required) : :

Committee's Minute

30th May, 1873

Character assigned

100 A

Three Decks S.S. No 3-73

J. H. W.

(S.S. No 3)

Samuel Resons

and for which we beg respectfully to recommend her. She being now in good and efficient condition

Lloyd's Register Foundation

IRON 454-0201

11461 Ln

at the fore part of Vessel. - Unbolted the old hawsepipes, filled up the holes, fitted new hawse pipes higher up to suit the New Patent Windlafs and Capstan. ("Emmerson and Walkers") New iron hook or cross plates from side to side, in wake of hawse holes. - Lifted the Rudder, made good the Pinstles and braces.

Fitted a shoe or doubling plate 20ft in length over the lower part of Stem, and fore end of Keel. - Cut out all rivets found worn or unsatisfactory in wake of Coal bunkers. made good the lining, ~~after~~ Coal bunkers. - the Cement ~~was~~ hauled and repaired where necessary. Caulked both decks. Renew'd the Ceiling.

Recoated her outside and painted the ribs and plating inside. Lifted the Chain Cables from the lockers, ranged them and found them sufficient in size and in quantity. -

Shortened the iron masts about 4 feet. lifted the bowsprit. main topmast new. Iron davits fitted for lifting anchors, in lieu of the Catheads, and put all in order.

Samuel Presious
Henry T. Tyrrell



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