

REPORT of SURVEY for REPAIRS.

116917

No. in Reg. Book. **No.** Survey held at London Date, first Survey 21st July 1873.
 on the Tenerrant "Teine" Master J. Welch
 Tonnage 2493 built at London When built 1859
 By whom built James Ship Builders Company Owners John Morrison & Co
 Port belonging to London Destined Voyage Madeira via Lisbon,
 If Surveyed Afloat or in Dry Dock Waller's Dry Dock (Deptford Green, and afloat)
 Last Survey, No. Port Classed

REPAIRS, &c.

Hold cleared, proper Stages made both inside and outside the close-ceiling in the hold removed. Sub-bunkers cleared, Engines and boilers taken out, all oxidation removed, as also the whole of the Asphalte-coating throughout the entire spaces of the engine and boiler-rooms and the vessel chipped and beaten clean both inside and outside. Wood-workmanship scraped bright, plating milled in sundry parts the results of which were most satisfactory, scarcely any waste perceptible. Plating of upper-deck removed. Windlass of

Present Condition of the iron parts examined, chain cable, ranged on deck for examination

Decks	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Planksheers	Sheerstrakes	Topsides	Wales	Plank (Bottom) and Counter	Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	General Observations and Opinion,
<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>

Trenails	Breasthooks and Stenson	Transoms, Pointers, and Crutches	Timbers of the Frame at the openings	Ditto Ditto at other places	Keelsons	Clamps and Shells	Ceiling	Rudder	Copper	When put on	Caulking of	Bottom, Deck, & Waterways
<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>1859</u>	<u>part 1873</u>	<u>Good</u>

Windlass and Capstan	Pumps	Boats	Masts, Yards, &c.	Condition, how ascertained	Sails	Anchors	No. of	Cables	Hawsers and Warps	Standing & Running Rigging	Cargo and Main Hatchways	Hatches
<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Examined on deck</u>	<u>Good and Sufficient</u>	<u>4 B. 15. 2 H.</u>	<u>200 fms.</u>	<u>2 Good and Sufficient</u>	<u>2 Good and Sufficient</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>

I now in good, and efficient condition, and in our opinion eligible to be classed as a Three Decker and to be marked S.S. No 3-73.

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

Special... no entry Report attached,

Certificate (if required)

Committee's Minute 25th July 1873

Character assigned 100 A

S.S. No 3-73
Three Decker

J.B.W.



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X. 11691. Iron.

New Work

Propeller frame $11\frac{1}{2} \times 6\frac{1}{4}$, five main frames $5\frac{1}{2} \times 4 \times \frac{9}{16}$ extending from keel to gunwale, five reversed frames attached to same to height of main deck. Stringer plate and to gunwale alternately $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{5}{16}$; twenty-four main and reversed frames around the Stern and Quarters $5\frac{1}{2} \times 4 \times \frac{9}{16}$ and $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{5}{16}$. Transom plate $\frac{9}{16}$ thick connected to Stern post by angle irons $5\frac{1}{2} \times 4 \times \frac{9}{16}$. Twenty-five after lengths of plating on each side, from garb. to gunwale fore ends of the same thick as the original skin plating and tapered at the after end as per Rule. Ports and Scuttles in topsides dispensed with and new plates introduced $4\frac{1}{2} \times 10\frac{1}{2} \times \frac{9}{16}$ thick properly shipped.

Plat of upper deck renewed all fore and aft and the main deck along the waist in way of engine and Boiler & spaces and at the after end of Yellow and Pitch Pines $4\frac{1}{2}$ thick fastened with galvanized iron nut and seven bolts $\frac{7}{16}$ and $\frac{9}{16}$ diameter.

Inside painted throughout; engine and Boiler spaces coated with thick cement from keel to upper turn of bilge and the asphalt coating in other parts of the hold repaired; a large proportion of the ceilings in the lower hold renewed of Pitch and Red Pines; flat laid in Hatels; caulked decks and all weather work; butts of plating overhauled and caulked outside coated with Paint and Peacock's Composite.

J. H. Turner
J. W. Roberts



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