

# REPORT of SURVEY for REPAIRS.

11994 23418

No. in Reg. Book. **No.** Survey held at London (Date, first Survey 30 Aug Last Survey 1<sup>st</sup> Dec 1873.)  
 on the Therethick Master George Carr  
 Tonnage 599 built at Newcastle When built 1866 2mo  
 By whom built Palmer Ship Buildg Owners Hutchinson  
 Port belonging to Newcastle Destined Voyage Shields  
 If Surveyed Afloat or in Dry Dock On the Victoria Dock's Boat and afloat.  
 Last Survey, No. 11334 Port Iron Classed Fell  
 REPAIRS, &c. S. J. Don 10.2.71, 5.7.73

'Damage throughout the main body of vessel, between the fore bulkhead to engine room and the fore mast

Twenty-three plates removed from the top of the water ballast tank on Starb. Side, and thirty-one plates on Port Side. The asphalt coating in way of same cleared away, for the examination of the frames, plating, rivets &c. consequent upon the damage sustained.

'Starb. Side' four main frames repaired, two plates in the flat of bottom renewed 9<sup>th</sup> thick

Present Condition of the

|                                   |      |                                      |             |      |                             |                     |
|-----------------------------------|------|--------------------------------------|-------------|------|-----------------------------|---------------------|
| Decks                             | Good | Treenails                            | Rivets      | Good | Windlass and Capstan        | Good                |
| Waterways                         | Good | Breasthooks and Stemson              |             |      | Pumps                       | Good                |
| Comings                           | Good | Transoms, Pointers, and Crutches     |             |      | Boats                       | Good                |
| Upper Deck Beams & Fastenings     | Good | Timbers of the Frame at the openings |             |      | Masts, Yards, &c.           | Good                |
| Lower Deck Beams & Fastenings     | Good | Ditto Ditto at other places          |             |      | Condition, last ascertained | Seen from the deck  |
| Plank sheers                      | Good | Keelsons                             |             |      | Sails                       | Good and sufficient |
| Sheerstrakes                      | Good | Clamps and Shelves                   |             |      | Anchor No. of               | SP. 13. 2kg         |
| Topsides                          | Good | Ceiling                              |             |      | Cables                      | Good                |
| Wales                             | Good | Rudder                               |             |      | Hawsers and Warps           | Good                |
| Plank (Bottom) and Counter        | Good | Copper                               | When put on | 1876 | Standing & Running Rigging  | Good                |
| Engine Room Skylights             | Good | Caulking of                          |             | Good | Cargo and Main Hatchways    | Good                |
| Coal Bunker, Openings, Lids, &c.  | Good | Bottom, Deck, & Waterways            |             | Good | Hatches                     | Good                |
| General Observations and Opinion, |      | Scuppers                             |             | Good |                             |                     |

Is now in good and efficient condition, and in my opinion eligible to remain as classified.

*W. H. Turner*

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

Special..... 6 : 6 : } 28/10/73

Certificate (if required) : : }

Committee's Minute 31<sup>st</sup> Oct 1873.

Character assigned

*AC 1*

*received damage repair*

*T. W.*



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120455-0301



11994 Iron

Two others taken down and set fair, and started Rivets in the butts and landing-edges of the plating (also in flat of bottom, renewed).

Port Side fifty Main frames with floor plate attached set fair, thirty-four of which have been doubled across the garboard and strake next thereto, with frame angle iron  $4 \times 3 \times \frac{3}{8}$  each turned up against the centre plate near keelson (for its whole depth), to which and the outside plating they are all efficiently riveted.

Three plates in garboard renewed  $\frac{9}{16}$  thick. Seven others together with three plates in the flat of bottom have been taken off and set fair, and one plate in the bilge repaired.

Several defective cleats, keel rivets renewed. The butts of plating from keel to bilge have been caulked; the frames and inner surface of the plating, from middle line to turn of bilge (on way of the water-ballast tank) scraped clean and coated with Portland Cement; bottom re-coated with Paint and Sallow.

✓ The entire space taken up by the water-ballast tank viz: from the collision bulkhead to the bulkhead on the fore side of Engine Room has now been surveyed in accordance with the Rules 5.3.103 for iron vessels. The remaining portion of the Survey, as at the Owners' request, has been deferred for a short time; the vessel being required for immediate service.

J. H. Turner



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