

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 2** Survey held at Harvey Date, first Survey 17<sup>th</sup> July Last Survey 20<sup>th</sup> 9<sup>th</sup> 1873  
 on the S. H. Fingal Master James Casey  
 Tonnage will be taken built at Leith When built 1862-12mo  
 By whom built Morton Owners James Casey  
 Port belonging to London Destined Voyage unknown  
 If Surveyed Afloat in Dry Dock Afloat in Dry Dock

Last Survey, No. 3005 Port Iron Classed B 1  
 s.s. No 2-68

## REPAIRS, &c.

Now done in accordance with the rules, Survey N.B. for Iron vessels, held in conjunction with M<sup>r</sup>. Benjamin Normand  
 This vessel, was put in Dry Dock in two pieces left 8" 4" apart to be lengthened of that quantity. All the broken & bent, plating, frames, reversed frames, beams, stringers &c taken down. Had 10 new frames & reversed frames, 15" apart; 39 outside plates, new stringers on both decks 21 1/4" long, on each side; 12 new beams & hold beams. Doubled the upper stringer, on 120" long with 18" x 3/16 plates; had two side hulls fitted on each side & formed of double angle iron 8" x 3 1/2" x 7/8 with bulb plate riveted between them 8" x 3/16. All the ceiling removed, the vessel entirely scraped & beaten off, throughout & repainted, Rejuvenated entirely with the exception of the fore hole, found in good condition & adhering satisfactorily to the frames & plating. Drilled 6 holes in different places & found the thickness of the plates, the same as it was when built. Half the deck planking & water ways made new (Pitch Pine) & recaulked all over. Engines & Boilers well

Present Condition of the cleaned & tried - worked satisfactorily..

Decks <u>good every where</u>	Transoms, Pointers, and Crutches	Windlass and Capstan <u>good &amp; sufficient</u>
Waterways <u>good</u>	Timbers of the Frame at the openings	Pumps <u>good</u>
Comings <u>good</u>	Ditto Ditto at other places	Boats <u>good</u> 1 Life Boat 1 long B. 1 gig
Upper Deck Beams & Fastenings <u>good</u>	Keelsons <u>good</u>	Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings <u>good</u>	Clamps and Shells	Condition, how ascertained <u>by examination</u>
Planksheers <u>good</u>	Ceiling <u>half new, the rest good</u>	Sails <u>partly new, good &amp; sufficient</u>
Sheerstrakes <u>good</u>	Rudder <u>good</u>	Anchors No. of <u>6</u> = 3 B. 1 1/2 m 2 hulks
Topsides <u>good</u>	Copper <u>When put on</u>	Cables <u>good &amp; sufficient</u>
Wales <u>good</u>	Caulking of	Hawsers and Warps <u>new</u>
Plank (Bottom) and Counter <u>good</u>	Bottom, Deck, & Waterways <u>new</u>	Standing & Running Rigging <u>all new</u>
Engine Room Skylights <u>new</u>	Coal Bunker, Openings, Lids, &c. <u>secure</u>	Cargo and Main Hatchways <u>secure</u>
General Observations and Opinion,	Scuppers <u>good</u>	Hatches <u>good</u>

We are of opinion that this vessel is now in good condition & eligible to be marked N.B. N. 3-11-1873

The Amount of Entry Fee £ 2 : 0 : is received by me,

Special 16 : 16 :

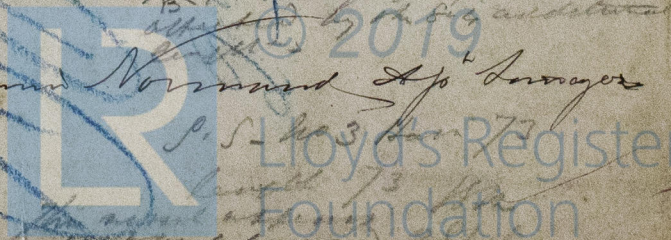
Certificate (if required) 5 :

Committee's Minute 28<sup>th</sup> November 1873

Character assigned B 1

S.S. No 3-73  
Records lengthened 1873  
Letter to the date of Survey 29/11/73

Benjamin Normand  
 This vessel has been lengthened in accordance with proposals submitted and approved, and appears to be in good condition. The equipment is not sufficient for the service and should be replaced.





Committee's Minute 6<sup>th</sup> Jan'y 1874  
Character assigned.

John G. A.  
SSC No 3-73  
J. G. A.



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