

Iron 12979 3387

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 19 March Last Survey 30 April 1874
 on the Hairy Queen Master Hutton T. Dawson
 Tonnage 305 built at Dundee When built 1860-3
 By whom built Gourley Owners J. Davies & Co.
 Port belonging to London Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock Canal Dry Dock & South West India Dock
 Last Survey, No. 10242 Port Iron Classed A1
 REPAIRS, &c. S.S. No 3 & Alteration of Deck V.S. No 1-77 6-72

The vessel placed in dry dock on blocks the whole of close ceiling lifted, bunkers cleared and Engines removed. the whole of the plating and cement exposed and examined, the frames, stringer plates, keelson, Engine bearers, bulkheads, and the outside plating from gunwale to keel, chipped and beaten clean. The cement made good where defective, the vessel drilled in several places and found satisfactory, the decks waterways and covering board examined and found good. Alteration of Deck, the original round house which was fastened to the wood roughtrees removed. and new Angle iron frames $4 \times 3 \times \frac{1}{2}$ introduced over each beam the space being 3 feet apart, with a 15^{th} shoe riveted to the main deck stringer plate the beams $4 \times 3 \times \frac{1}{2}$ angle iron with a plate knee

Present Condition of the

Decks	Good	Treenails	Rivets Good where sea	Windlass and Capstan	Good
Waterways	do	Breasthooks and Stemson	do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches	do	Boats	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	from Deck
Planksheers	do	Keelsons	do	Sails	sufficient
Sheerstrakes	do	Clamps and Shelves	do	Anchors No. of	3 B. 2 K. 18 th
Topsides	do	Ceiling	do	Cables	Good
Wales	do	Rudder	Good and efficient	Hawsers and Warps	and
Plank (Bottom) and Counter	do	Copper Cement When put on	Now renewed	Standing & Running Rigging	sufficient
Engine Room Skylights	Good	Caulking of	Good	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	Hatches	Good
Scuppers	Good				

General Observations and Opinion, This vessel having now gone through the S.S. No 3 Survey, and the above mentioned repairs, is now in our opinion fit for the safe conveyance of dry and perishable goods, to and from all parts of the world, and eligible to remain as Classed V.S. A1 and to be marked V.S. No 3-1874

The Amount of Entry Fee.....£ 1 : : is received by me,

Special..... 7 : 7 : -

Certificate (if required) : 5 : -

Committee's Minute 24th July 1874

Character assigned

Let the vessel be surveyed for fee 25/- 24/7/74

S.S. No 3-74

Thomas W. Blazell

Mr. Wainman

This must appear to be eligible to remain as classed A1 and noted

S.S. No 3-

loyd's Register Foundation

12979 Iron

A stringer plate $14\frac{1}{2} \times 3/8$ all along the top of beams the outside plating $4/16$ of an inch fastened with $5/8$ rivets double row at lower edge. new deck of $2\frac{1}{2}$ pine and waterways of $1\frac{1}{2} \times 11$ pitch pine; rudder repaired and boats made efficient. the windlass stripped chain cables ranged and anchors examined the whole in good condition



© 2019

Lloyd's Register
Foundation