

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 10955** Survey held at **Sunderland** Date, first Survey **August 29th** Last Survey **September 28th 1874**
153 on the **"Hartlepool" S.S.** Master **Peterkin**

Tonnage **445** built at **Sunderland** When built **1865 110 mo 1**

By whom built **Laing** Owners **E. J. Gourley**

Port belonging to **Sunderland** Destined Voyage **—**

If Surveyed Afloat **and** in Dry Dock **Bridge dock**

Last Survey, No. **9998** Port **Sunderland**

Classed **A-10.41**
 Years assigned. **S.S. No 2. 70**
 Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE **for damage and S.S. No 3**

On account of damage; Six shell plates on the port Bow; two on the Starboard Bow and one garboard plate; seven garboard plates, and two shell plates on Starboard side midships, removed in consequence of being much indented and bulged. Thirteen floor midships, bent and the frames and room frames cracked; also two frames in way of plates removed on port bow, broken. The two frames have been repaired by doubling. The floors fixed and made fair and doubled in way of damage; the room frames shifted and the frames doubled. One new garboard plate, and two shell plates new; the others removed and found good have been replaced. A great portion of bulk top removed to get at the work, and renewed; together with cement in way of plates taken off. For additional strength a Rider plate 8/16 thick is wrought on middle line keelson. Bottom scraped and painted. Bulk caulked. Screw shaft and bearings examined. 11 Bower anchor 13.5.0 tested at Sunderland. 1974 to 15.8.0.14 by J. Hartman. and 1 Stream 5.3.20 now supplied in lieu of others lost.

Present Condition of the

Decks **good**
 Waterways **good**
 Comings **good**
 Upper Deck Beams & Fastenings **good**
 Lower Deck Beams & Fastenings **good**
 Planksheers **good**
 Sheerstrakes **good**
 Topsides **good**
 Wales **good**
 Plank (Bottom) and Counter **good**

Treacils **good**
 Breasthooks and Stenson **good**
 Transoms, Pointers, and Crutches **good**
 Timbers of the Frame at the openings **good**
 Ditto Ditto at other places **good**
 Keelsons **good**
 Clamps and Shells **good**
 Ceiling **good**
 Rudder **good**
 Copper **Paint** When put on **1874**
 Caulking of **good**
 Bottom, Deck, & Waterways **good**

Windlass and Capstan **good**
 Pumps **good**
 Boats **good**
 Masts, Yards, &c. **good**
 Condition, how ascertained **examination**
 Sails **complete**
 Anchors No. of **3 B. 15. 24**
 Cables **complete**
 Hawsers and Warps **good**
 Standing & Running Rigging **good**

Engine Room Skylights **good** Coal Bunker, Openings, Lids, &c. **good** Scuppers **good** Cargo and Main Hatchways **good** Hatches **good**

General Observations, Opinion as to Class, &c. **Being now in good and efficient condition and the requirement of the Rules for S.S. No 3 having been fully complied with consider her eligible to remain of licensed and marked S.S. No 3. 1874**

The Amount of Entry Fee ... £ **2** : - : - received by me, **HTV**
 Damage Report ... £ **4** : **4** : - **30 Oct. 1874**
 Special ... £ **5** : **5** : -
 Certificate (if required) ... £ - : - : -

(Travelling Expenses, if any, £ -)

Committee's Minute **16th October 1874**

Character assigned **FC**

S.S. No 3-74

Dep 74

Surveyor to Lloyd's Register of British and Foreign Shipping.

James Sibson

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Lloyd's Register Foundation

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For S.S number 3. Vessel placed in dry dock. All crusting removed.

Coal bunkers cleaned and the several parts required by Rules fully exposed all oxidation removed, and the plates of bottom drilled in several places, and found not reduced in thickness. The following repairs have now been made.

One stern strake plate and two plates underneath on the Starboard removed being much indented and repaired with one new plate, the cheerstake and other plates scotched and replaced and frames in way of same made fair.

One plate on port side midships fixed and made fair and the necessary rivets made good with new. Seven sheets of deck port side and eight do on Starboard with midship deck between engine room and after Hatchway renewed and about thirty sq feet of new tunnel plating.

James Siburn