

14613
REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 12007** Survey held at **Newcastle** Date, first Survey **20 March** Last Survey **20 May** 18**75**
388 on the S.S. **"Trapalgar"** Master **Geo. Meikle**

Official Number **25620**
TONNAGE under Tonnage Deck **1510.97**
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Qr. Dk. **2.93**
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage **1513.90**
Crew Space, as per Rule **56.39**
Register Tonnage, cut on Beam
Engine Room **484.45**
Reg. Tons as St' mer, cut on Bm. **973.06**
Built at **Newcastle** When built **1841** YEAR. MONTH. **9**
Owners **Nelson, Brown & Co** Port belonging to **London**
Residence **Quayside, Newcastle on Tyne**
By whom built **C. Mitchell & Co** Destined Voyage
If Surveyed Afloat or in Dry Dock **Both**

Length of Poop **114** ft. Ditto, Forecastle **20** ft. Ditto, Raised Quarter Deck **20** ft. Years assigned. **90A1** Character in Register Book. **5, 73.**
Last Survey, No. **11420** Port **Brown** Classed

REPAIRS, OR EXAMINATION AS PER RULE **To class "Spar Deck".**

This vessel has now undergone alteration in accordance with the Secretary's letter of the 19th May 1874, for the purpose of being classed **"Spar Deck"**.

The frames in the new part are connected to the main stringer plate by welded & turned ends & bracket knee plates.

The whole of the thin plating amidships - above the main sheer strake - has been removed & replaced with new. The Spar deck side being made $\frac{7}{16}$ & the Sheer $\frac{1}{16}$ thick - Butts of the latter treble rivetted with straps $\frac{1}{16}$ thick. The Spar stringer is $38 \times \frac{3}{4}$ in new part & made up to this width in the old part. Tie plates $11 \times \frac{7}{16}$. Beams built $6 \times \frac{7}{16}$. Angle irons on upper edge $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{7}{16}$. Deck of J. Pine 3 in thick.

The Collision Bulkhead is extended to height of Spar deck **p. 70.**

Present Condition of the		Remarks		Remarks	
Decks	Spar Deck Part New - good	Transoms	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	inspection
Planksheers	"	Keelsons	"	Sails	Complete
Sheerstrakes	"	Clamps and Shelves	"	Anchors No. of 19 New. 3 B. 1 S. 2 H.	
Topsides	"	Ceiling	"	Cables Range, New & Complete	
Wales	"	Rudder	"	Hawsers and Warps	Good
Plank (Bottom) and Counter	"	Copper Good When put on Part new		Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of		Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	Hatches	Good
Scuppers	Good				

General Observations, Opinion as to Class, &c.

The Committee's requirements have been satisfactorily carried out & everything being otherwise in accordance with the Rules. The vessel is, in my opinion, eligible to be classed **90A1 "Spar Deck"** & marked S.S. Newc. No. 1-75.

The Amount of Entry Fee ... £ 3 : : : received by me, **As Young Geo. A. Cooper**
Special ... £ 10 : 10 : : 9 June 1875
Certificate (if required) ... £ : : :
(Travelling Expenses, if any, £ : : :)
Committee's Minute **11th June 1875**
Character assigned **90A1 Spar Decked S.S. No. 1-75**
Free List Bros
Surveyor to Lloyd's Register of British and Foreign Shipping.
This vessel appears eligible to be classed as recommended **90A1 Spar Decked S.S. Newc. No. 1-75**
Foundation

14613 Iron

The vessel has been placed in graving dock, all the ceiling removed, & has been thoroughly cleaned & painted both inside & out.

In consequence of the above alterations the Equipment Number is increased to 20000 & a suitable equipment has been supplied as under.

One Bower Anchor in stock ²⁵⁻³⁻⁰ Test ²⁵⁻⁸⁻⁰⁻¹⁴ 7 L. Y. P. H. 12/5/45

do do 24-3-0 " 24-12-3-7 R. Bearell Capt.

One Bower Anchor " 21-2-0 - (In vessel originally)

One Steam Anchor + Stock 10-2-0

Kedge " 5-1-0

Kedge " 2-3-0

270 Fathoms of 1 7/8 Chain Cable Test 47 1/2 tons, Breaking Strain 66 1/2

R. N. C. P. Y J. Harbress Capt.
14/5/45

Geo. L. Cooper

New Registered Dimensions

248.3 x 32.3 x 24.6



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Lloyd's Register
Foundation