

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 3030** Survey held at **Barrow** Date, first Survey **28th Oct. 1874** Last Survey **7th January 1876**

Supplement No. **532** on the **Iron Screw Steamer Lynedale**

Master **Charles Evans**

Official Number **58150**
 Tonnage under Tonnage Deck **476.01**
 Ditto of Spar Deck, or Arming Deck **13.13**
 Ditto of Poop, or Raised Qr. Dk. **18.46**
 Ditto of Houses on Deck **507.60**
 Ditto of Forecastle **210.21**
 Gross Tonnage **162.43**
 Crew Space, as per Rule **324.96**
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as S^r mer, cut on Bm.

Built at **Sunderland** When built **1868**
 Owners **Barrow & Continental Steam Ship Co. (Limited)** Port belonging to **Barrow**
 Residence **80 Duke Street - Barrow-in-Furness**
 By whom built **James Laing** Destined Voyage **Rotterdam**
 If Surveyed Afloat or in Dry Dock **Graving Dock and afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **1** Character in Register Book **A1**

Last Survey, No. **2907** Port **Whithaven**

Classed **1.74.**

REPAIRS, OR EXAMINATION AS PER RULE

S.S. No. 1-318

Repair, on account of damage, and alterations.

Cause of Repairs to be clearly stated.

This vessel has been laid up since the autumn of 1874 and was supplied with a new boiler last year - before this boiler was put on board the boiler space was inspected and cleaned and painted. It was found necessary to alter the position of the fore engine and boiler space bulkhead - and in consequence a new bulkhead of $\frac{1}{16}$ " plates, properly stiffened and secured to the sides, has been fitted. An iron trunk bulkhead extending from the main deck to the bridge deck, has been added - and several shifts of deck planking on each side of the main deck, amidships, and on the port-side on the beam, have been renewed. The lower deck beam angle irons and Nelson angle irons, under the hatchways in both holds, have been renewed where damaged, and a top plate has been added to the middle line Nelson under the main hatchway.

Present Condition of the

Decks	Good	Freeboards	Rivets	Good	Windlass and Capstan	Good
No. 6	do	Breasthooks and Stemson		do	Pumps	do
	do	Transoms, Pointers, and Crutches		do	Boats	do
Beams & Fastenings	do	Timbers of the Frame at the openings		do	Masts, Yards, &c.	do
Nar. k Beams & Fastenings	do	Ditto Ditto at other places		do	Condition, how ascertained	Examination
keers	do	Keelsons		do	Sails	Good
Sheerstrakes	do	Clamps and Shelves		do	Anchors No. of	3 B, 1 S, 2 K
Top-sides	do	Ceiling		do	Cables	Part-sun
Wales	do	Rudder		do	Hawsers and Warps	Good
Plank (Bottom) and Counter	do	Copper Linings - Good When put on	1868		Standing & Running Rigging	do
Engine Room Skylights	Good	Caulking of			Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good		Hatches	do
Scuppers	Good					

General Observations, Opinion as to Class, &c.

This vessel is now in good condition and eligible in our opinion, to remain as classed viz - **A1**.

Change of Owners **£1.0.0**
 The Amount of Entry Fee ... **£2.0.0**
 Special ... **£3.0.0**
 Certificate (if required) ... **£5.0.0**
 (Travelling Expenses, if any, £ **3.0.0**)

Committee's Minute **11th February 1876**

Character assigned **A1**

William Ramm, J^r & Co. Surveyors to Lloyd's Register of British and Foreign Shipping.

15849 Iron

The uppermost ships & ceiling, in the main hold, have also been renewed. The decks have been caulked, the vessel scraped and coated both externally and internally - the rigging overhauled and new lanyards and new running gear fitted - the hatches have been repaired, and the windlass, pumps, and boats overhauled.

A Power Anchor has been supplied, to replace one lost, of which the following are the particulars: - Weight of Anchor 11⁴ 2¹ 14, Block 2⁴ 3⁴ 0. Proof strain applied 13¹ 2¹ 4 Tons. No. of certificates 1147 Mark 12 B-M-B-B-B. Date - Cardiff 2nd Feb. 1876. Superintendent - Geo. W. Penn. (Description - Rodgers.)

William Rafter
for W^m H. H. H. H.



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