

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 12 Jan<sup>y</sup> Last Survey 11 Feb<sup>y</sup> 1876  
586 on the Sew. Sr. "Hutton Chaytor" Master F. Hoole  
 TONNAGE under Tonnage Deck 459 Built at Newcastle When built 1855  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 580 Owners Gen. L. Sew. Ch. Co. Port belonging to London.  
 Crow Space, as per Rule  
 Register Tonnage, out on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, out on Bm.  
 Residence  
 By whom built  
 Destined Voyage  
 If Surveyed Afloat or in Dry Dock in Commercial Dry Dock

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 3.74 Character in Register Book. A.1  
 Last Survey, No. 12451 Port Lion S.S. Lon No 1-74 Classed 3.74

REPAIRS, OR EXAMINATION AS PER RULE due to damage principally.

The whole of the stem has been taken out, straightened and replaced.  
 The following at the bow are new viz:—

16 plates port side and 13 starboard side — 2 entire frames and lower part of 2 other frames on each side — 14 butt straps to lower parts of frame angle iron — part of main deck covering board on each side — greater part of side plating to topgallant forecastle on each side — 6 side lights in the latter — 6 bulwark stanchions on starboard side and 5 port side, all of wood — the berthing between the stanchions — 2 pieces of upper deck rail starboard side and two hawse pipes.

A stringer plate has been worked each side on the topgallant forecastle beams. — Topgallant forecastle deck relaid, fastened & caulked — a few planks are new. The windlass has been shifted from upper deck to the forecastle — the upper part (P. T. O)

|                                  |                |                                      |                |                            |                |
|----------------------------------|----------------|--------------------------------------|----------------|----------------------------|----------------|
| Present Condition of the         |                | Freemasts rivets —                   | good           | Steam winches              |                |
| Decks                            | good           | Breasthooks and Stemson              | good           | Windlass and Sopotan       | good           |
| Waterways                        | d <sup>o</sup> | Transoms, Pointers, and Crutches     | d <sup>o</sup> | Pumps                      | d <sup>o</sup> |
| Comings                          | d <sup>o</sup> | Timbers of the Frame at the openings | d <sup>o</sup> | Boats                      | d <sup>o</sup> |
| Upper Deck Beams & Fastenings    | d <sup>o</sup> | Ditto Ditto at other places          | not seen       | Masts, Yards, &c.          | d <sup>o</sup> |
| Lower Deck Beams & Fastenings    | d <sup>o</sup> | Keelsons                             | good           | Condition, how ascertained | from the Deck. |
| Planksheers                      | d <sup>o</sup> | Clamps and Shells                    | d <sup>o</sup> | Sails                      | good.          |
| Sheerstrakes                     | d <sup>o</sup> | Ceiling                              | d <sup>o</sup> | Anchors No. of             | 3 B. 1 S. 2 K. |
| Topsides                         | d <sup>o</sup> | Rudder                               | d <sup>o</sup> | Cables                     | good           |
| Wales                            | d <sup>o</sup> | Copper cement When put on            | 69 feet/70.    | Hawsers and Warps          | d <sup>o</sup> |
| Plating (Bottom) and Counter     | d <sup>o</sup> | Caulking of                          |                | Standing & Running Rigging | d <sup>o</sup> |
| Engine Room Skylights            | d <sup>o</sup> | Bottom, Deck, & Waterways            | good           |                            |                |
| Coal Bunker, Openings, Lids, &c. | d <sup>o</sup> | Scuppers                             | d <sup>o</sup> | Cargo and Main Hatchways   | d <sup>o</sup> |
|                                  |                |                                      |                | Hatches                    | d <sup>o</sup> |

General Observations, Opinion as to Class, &c.

The bottom of vessel has been recreated with paint.  
 The vessel is in good and efficient Condition and fit in our opinion to retain her present Character in the Register Book.

The Amount of Entry Fee ... £ 2 : : received by me, 15 Mar 1876  
 Special ... £ 2 : 2 :  
 Certificate (if required) ... £ : :  
 (Travelling Expenses, if any, £ )  
 Committee's Minute 17<sup>th</sup> March 1876  
 Character assigned Dep 76

Wm. B. Savory  
J. St. Truswell  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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IRON 465 - 0231



15937Ln

of paul bitt is new and of English Oak - it is scarphed to original paul bitt - length of scarph 4 feet - an additional Connection is formed by a plate 6 ft. x 11" x  $\frac{1}{4}$ " on each side - the scarph and plates well fastened. The carrick bitts to windlasses are new & of oak - the linings and whelps to windlasses are also new. The transporting chocks at bow have been refitted. Lower part of bulkhead fore side of boiler room found damaged - has been doubled with plates  $\frac{5}{16}$ " thick. The fore mast is new.

J. H. Truscott,  
Will<sup>d</sup> C. Davey



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