

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 11350** Survey held at Sunderland Date, first Survey 27th January Last Survey 21st February 1876
 468 on the Sen. Sr. "Seaton" Master Mott

Tonnage 477.632.59 built at Newcastle When built 1857

By whom built _____ Owners L. Wood

Port belonging to Sunderland Destined Voyage Coasting

If Surveyed Afloat or in Dry Dock Liney's Slipway

Last Survey, No. 1359740.982 Port Sunderland

Classed 90 A1
 Years assigned 10-74
 Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE

Special Survey No. 1.

S.S. No. 3-71

The timber boards and ceiling equal to one shake fore and aft removed, on both sides; Tank tops partly exposed, man hole covers removed; and the whole of the iron work from the keel upwards including the Coal Bunkers cleared from oxidation by chipping &c, the keel and Bottom scraped the topsides &c cleaned; See Rep^t No 10213. Chains Ranged and Windlafs Shipped Sep. 71 at Sunderland. Tanks not tested by pressure; due notice was given Owner that this should be complied with within 12 months from Sep. 75. on such being complied with the Record of S.S. No. 1. Sld. 76. will be made in Register if favourably Reported on.

Present Condition of the

	Good.	Rivets	good	Windlass and Capstan	good
in ke	4	Breasthooks and Stemson	4	Pumps	4
that	4	Transoms, Pointers, and Crutches	4	Boats	three 4
Comp	Beams & Fastenings 4	Tubing of the Frame at the openings	4	Masts, Yards, &c.	4
stea	Beams & Fastenings 4	Ditto Ditto at other places	4	Condition, how ascertained	from S.S.
ers	4	Keelsons	where seen 4	Sails	—
so	4	Clamps and Shelves	4	Anchor	No. of 3 B. 15. 2 K.
of	4	Ceiling	4	Cables	—
to	4	Rudder	4	Hawsers and Warps	—
	4	Copper	Paint &c When put on	Standing & Running Rigging	good
	4	Caulking of	—	Cargo and Main Hatchways	good
Bottom) and Counter	4	Bottom, Deck, & Waterways	good	Hatches	good
Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good

General Observations, Opinion as to Class, &c.

She is now in good and efficient condition and fit in my opinion to remain as Classed 90 A1. When Tanks are tested and favourably Reported on She will be eligible for the Record S.S. No. 1.

The Amount of Entry Fee Repr^t £ 2 : 0 : 0 received by me, HW

Special ... £ 3 : 3 : 0 23rd Feb. 1876

Certificate (if required) ... £ - : 5 : -

(Travelling Expenses, if any, £ —)

Committee's Minute 29th February 1876

Character assigned

Engineer's certificate on 29/2/76

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

It is submitted that the system of the Register is in accordance with the Rules of the Register and that the Rules do not apply to Tanks in the present circumstances.

Lloyd's Register Foundation

15994 Ln

Damage with encountering Ice: Renewed about 200 Rivets at various parts of the Bottom removed and refitted one plate port side near amidship above Bilge and renewed another on the opposite side: repaired the Rubber.

Defects: Renewed several shifts of deck at various places where worn thin; Repaired the Hatches; several Beams in the various hatchways being worn on the top angles are now Repaired by substituting new angles; part of the Bulkhead to Coal Bunkers repaired.

Bottom payed with two coats of Lead and the Vessel otherwise painted throughout.

Joseph Keen

In removing this Vessel from the Slip to the South Dock she fouled a Wharf and made a hole in the St^e side near fore end; this damage is now efficiently repaired with a patch.

Joseph Keen.

February 21st. Tested the Tanks in Fore and Main Holds with a pressure up to the height of Upper Deck and proved satisfactory: please see correspondence with reference to the Tanks at Fore and after peaks.

Sunderland 22nd February 1846

— Weatherley Esq.

Sir/

Re. S.S. 'Seaton'

The Tanks in the fore and Main Holds have been satisfactorily tested by a pressure above the Load Line: it was found to be impracticable thus to test the remainder, viz. those one at each peak, as there was no vent pipes fitted in either, under the above circumstances I respectfully recommend that two vent pipes of about 1 1/2 in. bore be fitted in each Tank extending to upper deck: in order to carry out the Committee's requirements: and would feel obliged if you will kindly inform me when the said Tanks will be ready for testing and where the vessel is lying.

Yours obediently,
J^g Joseph Keen



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