

16210  
**REPORT of SURVEY for REPAIRS, &c.**

Rec 4/5/76

No. in Reg. Book. **No. 13572** Survey held at **Newcastle** Date, first Survey **5<sup>th</sup> July** Last Survey **12<sup>th</sup> April 1876**  
on the **S.S. "Barrington"** Master **Henry Johnson**  
TONNAGE under Tonnage Deck **724.05** Built at **Newcastle** When built **1865** **9**  
Ditto of Spar Deck, or Awning Deck **PLAN 55** Owners **John Fairclough & Co** Port belonging to **London**  
Ditto of Poop Hatches **PLAN 59** Residence **114 Coal Exchange, London**  
Ditto of Raised Qr. Dk. **6.42** By whom built **Palmer** Destined Voyage **London**  
Ditto of Houses on Deck **793.41** If Surveyed Afloat or in Dry Dock, **Palmer's dock & afloat.**  
Gross Tonnage **793.41** dimension **210.3 x 28.1 x 16.45**  
Crew Space, as per Rule **32.01** ft. Ditto, Forecastle **ft.** ft. Years assigned. **11.44**  
Register Tonnage, cut on Beam **253.99** ft. Ditto, Raised Quarter Deck **ft.** Character in Register Book. **A.I.**  
Engine Room **504.71** Last Survey, No. **13572** Port **Newcastle Iron** Classified **S.S. No. 3-74.**  
Reg. Tons as St mer, cut on Bm. **504.71**

REPAIRS, OR EXAMINATION AS PER RULE for lengthening.  
This vessel has now been cut in two amidships and lengthened 30 feet. The whole of the arrangements have been carried out in accordance with the accompanying Section and plans, and the Secretary's letter of 16<sup>th</sup> September 1875 (22), and in all other respects in accordance with the Rules. The water ballast tank has also been made continuous, has been duly tested under pressure and found satisfactory. The sizes of the frames and floors, the arrangement and sizes of the deck beams and hatchings, the increased breadth of stringer plates, and the thickness and extent of the doubling plates have all been duly carried out as set forth in plans; and the whole of the vessel, inside and outside has now been thoroughly scraped and painted.

Present Condition of the

|  |  |   |
|--|--|---|
| Decks <b>At new and good</b>                 | Timbering <b>good</b>                          | Windlass and Capstan <b>good</b>                |
| Waterways <b>do</b>                          | Breasthooks and Stemson <b>do</b>              | Pumps <b>do</b>                                 |
| Joinings <b>do</b>                           | Transoms, Pointers, and Crutches <b>do</b>     | Boats <b>do</b>                                 |
| Upper Deck Beams & Fastenings <b>do</b>      | Timbers of the Frame at the openings <b>do</b> | Masts, Yards, &c. <b>do</b>                     |
| Lower Deck Beams & Fastenings <b>do</b>      | Ditto Ditto at other places <b>do</b>          | Condition, how ascertained <b>By inspection</b> |
| Stanchions <b>do</b>                         | Keelsons <b>do</b>                             | Sails <b>Sufficient</b>                         |
| Deerstrakes <b>do</b>                        | Clamps and Shelves <b>do</b>                   | Anchor No. of <b>do</b>                         |
| Oppsides <b>do</b>                           | Ceiling <b>do</b>                              | Cables <b>do</b>                                |
| Water <b>do</b>                              | Rudder <b>do</b>                               | Hawsers and Warps <b>do</b>                     |
| Plank (Bottom) and Counter <b>do</b>         | Copper <b>When put on</b>                      | Standing & Running Rigging <b>do</b>            |
| Engine Room Skylights <b>good</b>            | Caulking of <b>good</b>                        |   |
| Coal Bunker, Openings, Lids, &c. <b>good</b> | Bottom, Deck, & Waterways <b>good</b>          |   |
| Scuppers <b>good</b>                         |  |   |
| Cargo and Main Hatchways <b>good</b>         |  |   |
| Hatches <b>good</b>                          |  |   |

General Observations, Opinion as to Class, &c. **This vessel having been lengthened as proposed, and the arrangements having all been carried out in a workmanlike and efficient manner, I am of opinion that she is now in good and efficient condition, and eligible to be classed P.O.A.I. as contemplated.**

The Amount of Entry Fee ... £ 2 : : : received by me, **Henry Johnson**  
Special ... £ 10 : 10 : : 2 day 1876  
Certificate (if required) ... £ : : :  
(Travelling Expenses, if any, £ : : :)  
Committee's Minute **5<sup>th</sup> May** 1876  
Character assigned **80 A 1**  
**S.S. No. 3-76**  
**Lloyd's Register**



16210, Iron.

The undermentioned stores have been supplied to  
under her eligible for the prize I.

240 fms of  $1\frac{1}{16}$  stud link chain cable, tested to  $3\frac{1}{2}$  tons,  
Equipment No 14401. Breaking strain 55  $\frac{5}{8}$ .

L. P. H. L. M. R. Russell Supt 6x15-3-76.

|                                  |                |   |
|----------------------------------|----------------|---|
| Bauer ex <sup>Cable</sup> 10.1.0 | test 19.4.1.14 | } L. P. H. L. M. R. Russell Supt.<br>S. 3-76. |
| do 18.0.0                        | do 19.0.0.0    |   |
| do 15.3.14                       | do 17.5.1.7    |   |

Shaw with 100 A. 0. 0

Kedge do H. 0. 10

do do D. 0. 4

90 fms of  $\frac{1}{16}$  stream chain & the remaining wraps in excess  
of the requirements.

*H. Mead.*

Committee Minutes 12<sup>th</sup> May 1876

Character assigned

807  
S. S. No 3-76  
J. W.

