

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4139** Survey **1871** at **Glasgow** Date, first Survey **18th June** Last Survey **16th Nov** 18**75**
281 on the **S.S. "Deeds"** Master _____

TONNAGE under Tonnage Deck **394.64** Built at **Glasgow** When built **1865** **11**
 Ditto of Spar Deck, or Avoing Deck **49.20** Owners **Manchester Sheffield** Port belonging to **Grimsby**
 Ditto of Poop, or Raised Or. Pl. **10.64** Owners **Edinburghshire Railway Co.**
 Ditto of Houses on Deck **1.50** Residence _____
 Gross Tonnage **455.98** By whom built **A. & C. Inglis** Destined Voyage **Grimsby Trader**
 Crew Space, as per Rule **27.21** If Surveyed Afloat or in Dry Dock **On Pointhouse Slip and Afloat**
 Register Tonnage, out on Beam **180.99**
 Engine Room **247.78**
 Reg. Tons as St' mer, out on Bm. **247.78**
 Length of Poop **39** ft. Ditto, Forecastle **24.6** ft. Ditto, Raised Quarter Deck _____ ft.
 Bridge House **42.5** ft.
 Last Survey, No. **12620** Port **Iron** **Classed** **A1**
SS. No. 170 **3/74**

REPAIRS, OR EXAMINATION AS PER RULE **Lengthened 25 feet amidships**
 in accordance with Mess^{rs} A. & C. Inglis proposal (to lengthen 30 feet) dated 9th June 1871
 approved by Secretary's Letter of 15th June 1871 with a view to be classed **90A**

The requirements proposed have been satisfactorily carried out in the lengthened part in accordance with the approved sketch of midship section herewith
 Engine and Boiler spaces chipped scraped and painted (except stove room in starboard wing of Engine space) and cemented where necessary, in Boiler space and new part ciled with 2 1/2 Pitch Pine and cemented, New Engines & Boilers, Main Deck each side between Ring-bolt strake at sides of Hatches to Gutter Waterway from Butts in front of Poop to abaft Forecastle and in new part at haulships renewed with 3 1/2 Yellow Pine - Bridge ^{flat} extended 12 ft nearly renewed with 2 1/2 Pitch Pine
 It is intended that the remaining portion of the vessel except the foregoing is to be submitted for survey at Grimsby for which Port she has proceeded - is now due for S.S. No 2.

Present Condition of the

Decks	Treenails	Windlass and Capstan
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
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging
Engine Room Skylights	Caulking of	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	
Scuppers		
Cargo and Main Hatchways		
Hatches		

General Observations, Opinion as to Class, &c.

As far as the lengthened portion and other part referred to above is in good condition eligible in terms of Secretary's Letter of approval for the class contemplated

The Amount of Entry Fee ... £ **1** : : : received by me, **J. Lawrence**
 Special ... £ **14** : **14** : **16** **1875**
 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £ : : :)

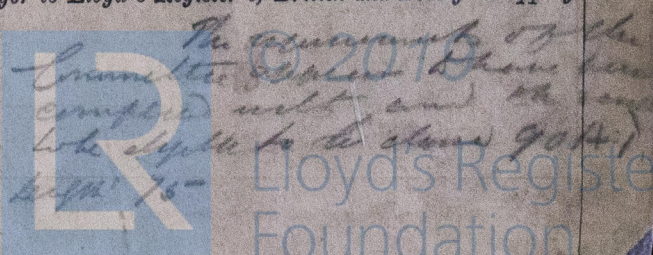
Committee's Minute

Character assigned

Saml. Lapthorn

J. Lawrence

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



16286 Iron.

Dimensions per Register.

Length 200.9

Breadth 24.3

Depth 12.05

In the lengthened part, Keel $6\frac{1}{2} \times 2\frac{1}{4}$. Floors $15\frac{1}{2} \times 8\frac{1}{6}$. Frames $3\frac{1}{2} \times 3 \times \frac{6}{16}$, spaced 21 ins, reverse bars $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$. Keelsons $10\frac{1}{2} \times 9\frac{1}{6}$, side Keelsons Butt 9×7 , Bilge and upper Bilge Butt $6 \times 6\frac{1}{6}$, side stringer $9 \times 10\frac{1}{6}$, Deck stringer $37 \times 8\frac{1}{6}$, double angle iron at Keelsons, side Keelsons, Bilge and upper Bilge, $4 \times 3 \times \frac{6}{16}$; angle iron at Gunwale and side stringer $4\frac{1}{2} \times 3\frac{1}{2} \times 7\frac{1}{6}$; Face bar at side stringer $5 \times 3\frac{1}{2} \times \frac{8}{16}$ —
Garboard Plates $33 \times 9\frac{1}{6}$,— 4 strakes to upper bilges $8\frac{1}{6}$,— 3 strakes to Sheerstrake $7\frac{1}{6}$,— Sheerstrake $33 \times 7\frac{1}{6}$ doubled with $40 \times \frac{8}{16}$,
Beams $6 \times \frac{6}{16}$, angles $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$, spaced 42 ins apart.

Saml. Laphorn



© 2019

Lloyd's Register
Foundation