

16345
Lengthened about 35ft. and altered to Arming Deck.
Special Survey No. 3. Rec'd 12/5/76
REPORT of SURVEY for REPAIRS, &c.

No. in g. Book. **854** No. **11402** Survey held at **Sunderland** Date, first Survey **December 3/75** Last Survey **11th May 1876**
on the **Scm. Sr. "Medusa"** Master
Tonnage **1000** built at **Sunderland** When built **1862** 7 mo.
By whom built **Laing** Owners **as Laing of Sunderland**
Port belonging to **Sunderland** Destined Voyage
If Surveyed Afloat or in Dry Dock **Cornhill Dry Dock**

Last Survey, No. **13502** Port **Copenhagen** Iron
REPAIRS, OR EXAMINATION AS PER RULE **S. S. No. 3.** S. S. No. 3. **73**
Classed **95 A1**
1074

The Keel and Bottom examined in Dry Dock; the entire Ceiling, Engines and Boilers removed, Coal Bunkers cleared, Man Holes in Ballast Tanks removed, the whole of the oxidation removed from the Iron outside, and inside from the Cement up to gunwale; the plates in the Coal Bunkers, a portion on the Bows, and in a few instances under the Cement, drilled, thickness measured found good.

The Water Ballast Tanks tested by a pressure equal to the height at Load-line, Chains ranged and examined, Windlases new Hanfields Patent, and all other Conditions of the Rule submitted to.

Present Condition of the	Remarks	Remarks
Decks main & Arming pt. new good	Rivets -- good	Windlass and Capstan Good
Waterways good	Breasthooks and Stemson "	Pumps "
Comings "	Transoms, Pointers, and Crutches "	Boats Three "
Under Deck Beams & Fastenings "	Timber of the Frame at the openings "	Masts, Yards, &c. Good
Deck Beams & Fastenings "	Ditto Ditto at other places "	Condition, how ascertained from Deck
Keelsons "	Keelsons "	Sails One Suit; pt. new
Clamps and Shelves "	Clamps and Shelves "	Anchors No. of 3 B. 1/8. 2 K.
Ceiling "	Ceiling "	Cables 240 fms 1 1/2 -- good
Rudder "	Rudder "	Hawsers and Warps good
Copper paint When put on "	Copper paint When put on "	Standing & Running Rigging good
Caulking of "	Caulking of "	Cargo and Main Hatchways good
Bottom, Deck, & Waterways good	Bottom, Deck, & Waterways good	Hatches good
Room Skylights good	Room Skylights good	
Coal Bunker, Openings, Lids, &c. good	Coal Bunker, Openings, Lids, &c. good	
Scuppers good	Scuppers good	

General Observations, Opinion as to Class, &c.

She has now been Surveyed as per S. S. No. 3. Lengthened about 35 feet, and altered to Arming Deck; is in good and efficient condition and fit in my opinion to be Classed

90 A-1 "Arming Decked"
Load Line 17 feet with
Shanty be painted on side and Repeated.

S.S. No. 3. 76.
Change Owners -- 1-0-0
The Amount of Entry Fee ... £20:0:0 received by me, **25 April 1876**
May **1876** Special ... £20:0:0
Certificate (if required) ... £-:5:0

(Travelling Expenses, if any, £ **✓**)
Committee's Minute **16th May 1876**

Character assigned **90 A-1**
Arming Dk

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

This vessel appears eligible to be classed as recommended by **90 A-1, Arming deck**
Load Line 17 feet is painted on vessel's side
Lloyd's Register
Foundations
1876

Lengthened 35 feet
S.S. No. 3-76 Loadline 17 feet
1876

Lengthened. Secretary's letters dated 26th Apr & 3rd May 75.

The Vessel now lengthened about 35 feet amidships, all the scantlings and arrangements in this part conform to the original structure, and in addition the Upper or Main Deck Stringer plate is equal to $4\frac{1}{4}$ by $9\frac{1}{16}$ in for half length amidships tapered towards the Bow and Quarters; the Strake of plating below Sheerstrake is doubled with $9\frac{1}{16}$ in plating for about 145 feet, and the Strake of plating at upper turn of Bilges marked **A** on the accompanying Midship Section is doubled with $9\frac{1}{16}$ in plating for half length; a bulb $7 \times 7\frac{1}{16}$ in is now fitted on the side of Bilge Keelson thus **L** also a Side Keelson formed of double angles $5 \times 3\frac{1}{2} \times 7\frac{1}{16}$ in with a bulb $7 \times 7\frac{1}{16}$ in fitted between them, extended in both cases, as far fore and aft as practicable; in addition the Middle line Keelson has a Rider plate extending from after Ballast Tank nearly home to the Fore Tank.

Defects. A portion of the Middle line intercostal Keelson plates, and some of the upper angles to same, and in a few instances some of the reverse angles on floors; chiefly under the Boilers now renewed; the angles on the Hold Beams in way of the various Hatchways being slightly worn have in each instance a Rider plate now added.

Added, a large Hold Beam in Engine Room **II** $10\frac{1}{2} \times 8\frac{1}{16}$ in angles $3 \times 3 \times 6\frac{1}{16}$ in with efficient brackets at ends; a water-ballast Tank 24 ft long forward with longitudinal and transverse bearers, having side and top plating conforming to Rule as to thickness &c.

Arriving Deck. Sec. letters dated 4th 11th & 18th Nov 75.

The Long Poop is now extended to the Stem and is of Rounded form at gunwale except for a short distance from Stem where Stringer plates on Beams are fitted; Frames $4 \times 3 \times 7\frac{1}{16}$ in are fitted over every Main Deck Beam spaced 36 in apart having a Beam formed of angle iron $4\frac{1}{2} \times 3 \times 6\frac{1}{16}$ in scupping on each frame; intermediate frames $3 \times 3 \times 6\frac{1}{16}$ in are fitted between the above frames, and also between those in the Poop, in each case they are attached to the Stringer plate by knee brackets; Junk Bulkheads are fitted round Engine Room openings from Main to Arriving Decks; the rounded gunwale plate is $6\frac{1}{16}$ in thick; (see letter 11th Nov 75) the side plating of Long Poop is doubled with $5\frac{1}{16}$ in plates from the front extending aft equal to three fourths the length amidships; (letter 18 Nov 75) the side plating now fitted before the above is $7\frac{1}{16}$ in thick for half length and $6\frac{1}{16}$ in home to Stem.

Gen Committee Minute 26 May 1876 -
Engine character as further character to be required
intermediate frames 34 3/4 ft apart