

REPORT of SURVEY for REPAIRS, &c.

(Rev 29/5/76)

 Survey held at *Newcastle* Date, first Survey *4th March* Last Survey *29th April* 18*76*.

Iron Screw Steamer "Lumis"

Master *J. Inch*

YEAR.

MONTH.

 Tonnage Deck } *1370.91*

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Built at *Newcastle*

When built

*1873*Owners *Nelson Donkin & Co*

Port belonging to

London

Residence

Queen St Quay side, Newcastle on Tyne.

By whom built

Mitchell

Destined Voyage

Baltic

If Surveyed Afloat or in Dry Dock

Afloat & upon Wallsend Slipway

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Survey, No.

11340

Port

Iron

Classed

*90A1**473*

REPAIRS, OR EXAMINATION AS PER RULE

Spar Decking & S.S. No. 1.

This vessel has now been converted into a Spar deck ^{small} in accordance with copy of Secretary's letter to the owner of the 10th December 1875. The side plating of Poop and forecastle (except at the ends) removed, and the whole of the frames carried up to the Spar deck stringer plate frames 4" x 3" x 7/16 connected to main deck stringer plate with welded knees and bracket plates. Spar deck beams: Bulbs 6" x 6" x 1/16 Angles 2 1/2" x 2 1/2" x 1/16 Stringer plate 5" 0" x 7/16 for half length amidships gradually reduced to the width of poop & forecastle stringer at the ends. Tie plates 12" x 7/16 Spar deck sheerstrake 7/16 and side plating 4/16 in thickness.

The collision bulkhead carried up to the Spar deck, and eight partial bulkheads have been fitted from the hold beam stringer plate to Spar deck stringer plate. The continuous strength is maintained through the engine & boiler space by the tank P.T.O.

Present Condition of the

Decks	Good	Freemasts Rivets	Good	Windlass and Capstan	Good
Waterways	do.	Breasthooks and Stemson	do.	Pumps	do.
Comings	do.	Transoms, Pointers, and Crutches	do.	Boats	do.
Upper Deck Beams & Fastenings	do.	Timbers of the Frame at the openings	do.	Masts, Yards, &c.	do.
Lower Deck Beams & Fastenings	do.	Ditto Ditto at other places	do.	Condition, how ascertained	By inspection & inquiry
Planksheers	do.	Keelsons	do.	Sails	Sufficient
Sheerstrakes	do.	Clamps and Shells Stringers	do.	Anchors No. of	3 B. 1 S. 2 K.
Topsides	do.	Ceiling	do.	Cables	Complete ranged on deck
Wales	do.	Rudder	do.	Hawsers and Warps	In excess of Rule requirements
Plank (Bottom) and Counter	do.	Copper	When put on	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of		Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good where tried	Hatches	Good
Scuppers	Good				

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition and eligible in my opinion to remain classed 90A1 Spar deck and marked S.S. No. 1-76.

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, *A. Young*

Special ... £ 10 : 10 : 0 27 May 1876

Certificate (Required) ... £ 1 : 5 : 0

(Travelling Expenses, if any, £ ...)

Committee's Minute

30 May

1876

Character assigned

*90A1**S.S. No. 1-76**one Dk & Spar Dk one Dk & Spar Dk*

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

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 The ship's papers
 were with the
 ship on 27/5/76. P.T.O.
 Foundation

"Lund's" Continued 16459 Iron

girders extending through the Engine and boiler up

The new equipment no. is 18483 and the following
now been supplied to complete the equipment.

✓ 15 Fathoms 1 7/16" Stud link cable Test 43 1/2 Breaking strain
River Wear Proving House. J. Hartness Supt. Date of Certificate 20.

✓ One Bower weight ex stock £1. 20 Test 24. 6. 1. 0

Lloyd's Proving House Apton. Saml. Tregenna Supt. Date of Certificate

✓ One Bower weight ex stock £1. 0. 0 Test 23 1/2 Tons.

Lloyd's Proving House Low Walker Robt. Burrell Supt. Date of Certificate 24.

✓ One Stream 10. 2. 14. One Ridge 3. 0. 14. One Ridge 2. 2. 7.

The ceiling upon water ballast tanks lifted; The cement-examined
the fore and after holds and the bunkers scraped and recoated
and the tanks tested and found satisfactory. Ceiling relaid.
Vessel placed upon the Slipway the bottom cleaned and the outside
recoated.

J. H. Cooke.

As the vessel will be commenced the new
particulars should be supplied
J. H. Cooke



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Lloyd's Register
Foundation