

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 21st July Last Survey 14th Sept^r 1876

99 on the Iron S.S. "St. Outh" Master R. M. Kab

TONNAGE under Tonnage Deck 3158 Built at Newcastle When built 1874 YEAR. MONTH. 3

Ditto of Spar Deck, or Awning Deck Owners E. N. Watts Port belonging to London

Ditto of Poop Residence

Ditto of Raised Qr. Dk. By whom built Mitchell Destined Voyage Australia

Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock Dry dock & West Dock

Ditto of Forecastle Gross Tonnage 3574

Crew Space, as per Rule Register Tonnage, cut on Beam Engine Room Reg. Tons as St^rmer, cut on Bm. 2296

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book. Classed 100A.1 4.75

Last Survey, No. 14382 Port Iron

REPAIRS, OR EXAMINATION AS PER RULE

One plate of Bulwark Port side forward renewed with $\frac{7}{16}$ " in lieu of $\frac{6}{16}$ " plate. App side of Deck House Back side butt strap removed to Bulwark plate and a doubling piece 5ft long $\times \frac{7}{16}$ " introduced also a bracket knee $\frac{8}{16}$ " thick fitted each side fitted to Bulwark & stringer plate Iron deck left open for trimming coals now filled in amidships leaving 4 scuttles therein with R.I. cims $4 \times 4 \times \frac{9}{16}$ - Starboard wing filled in except 2 scuttles. Port side. Scuttle 9ft $\times 21$ " has a doubling plate each side thereof 15ft long 18" wide $\frac{7}{16}$ " thick

In Engine and Boiler spaces 5 web frames introduced on each side 24" wide inside of frame by $\frac{8}{16}$ " thick and about 12 feet apart two of these extend from Upper to Main deck & are connected with the Bulkheads which extend to main deck - one extends from Upper Deck to Bulkhead and 2 to Lower deck stringer - Beam over top

Present Condition of the					
Decks	Recaulked	Good	Tree nails	Revised	Good
Waterways			Breasthooks and Stemson		
Comings			Transoms, Pointers, and Crutches		
Upper Deck Beams & Fastenings			Timbers of the Frame at the openings		
Lower Deck Beams & Fastenings			Ditto Ditto at other places		
Planksheers			Keelsons		
Sheerstrakes			Clamps and Shells		
Topsides			Ceiling		
Wales			Rudder		
Plank (Bottom) and Counter			Copper Cement When put on	1874	
Engine Room Skylights	Good		Caulking of		
Coal Bunker, Openings, Lids, &c.	Good		Bottom, Deck, & Waterways	Good	
General Observations, Opinion as to Class, &c.			Scuppers	Good	
			Cargo and Main Hatchways	Good	
			Hatches	Good	

She is now in good condition and in our opinion eligible to continue as classed

The Amount of Entry Fee ... £ 3 : : : received by me, Y. H. H.
 11/9/76 Special ... £ 3 : 3 : 0 22nd Sept 1876
 Certificate (if required) ... £ : 5 :
 (Travelling Expenses, if any, £)

Committee's Minute 26th September 1876

Character assigned 100A.1

Wm. C. Davey
J. W. Scullard
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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IRON468-0211

17036 Pm

of Boilers additionally connected to side by long horizontal brackets, one $4\frac{1}{2}$ long & the other $3\frac{1}{2} \times 8\frac{1}{6}$ fitted between double angle bars $3 \times 3 \times 8\frac{1}{6}$

Sub boiler space - Fore side. Beam pillared at Quarters with $3\frac{1}{2}$ " beam & 2 above it to Main Deck Beams $3\frac{1}{2}$ " - Centre Beam 2 pillars $4\frac{1}{2}$ " Lower Deck & 2. $3\frac{1}{2}$ " ones to Main Deck - After Beams pillared as fore ones

Decks recaulked. - Bottom painted

New anchor supplied. Weight $41.3.74$ ^{act. wt. lbs} tested to $37.0.3.21$ at the River near commission's testing establishment. J. Harbress sup^t 8/9/76.

Three lengths of chain $2\frac{1}{6}$ " cable repaired (45 fms) and tested at the establishment of the River near commission to a strain of 76 fms. J. Harbress sup^t

Wm. C. Davey
J. W. Scullard



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