

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1743** Survey held at **Plymouth** Date, first Survey **17 October** Last Survey **31 October** 18 **76**  
**301** on the **S.S. "William Banks"** Master **Langlois**  
 Tonnage under Tonnage Deck **633.61** Built at **Newcastle** When built **1863** YEAR. MONTH. **4**  
 Ditto of Spar Deck, or Avoning Deck **14.51** Owners **Louis Guirel** Port belonging to **London**  
 Ditto of Poop, or Raised Qr. Deck **4.83** Residence **Dock Chambers Cardiff**  
 Ditto of Houses on Deck **31.38** By whom built **Nichell** Destined Voyage **Coasting**  
 Gross Tonnage **722.05** ~~Engine Room~~ **459.61** ~~Reg. Tons as St'mer, cut on Bm.~~ **459.61** ~~Surveyed~~ **in Dry Dock** **Portsmouth Dock Yard**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **1** Character in Register Book. **A 1**  
 Last Survey, No. **17076** Port **Iron** Classed **S.S. No 3-76** 8.76

REPAIRS, OR EXAMINATION AS PER RULE **Damage by Collision with H.M.S. "Thunder"**  
**Renewed 4 Plates in Bottom and Bow, and heated and set fair 4 Plates that were bent, and added 2 iron butt straps and liners to form in one.**  
**Scrapped 6 Frames, and added reverse bars, and fitted a bosom piece to one cracked frame. Bilge Pipe to Condry Engine repaired; Renewed Cement where broken and also the fir battens on the frame and the Ceiling where removed for repairs; Coated the bottom with patent Composition and painted the topsides and the bulwarks inside and out**

Cause of Repairs to be clearly stated.

Present Condition of the					
Decks	<b>Good</b>	Transoms	<b>Good</b>	Windlass and Capstan	<b>Good</b>
Waterways	<b>"</b>	Breasthooks and Stems	<b>Good</b>	Pumps	<b>"</b>
Comings	<b>"</b>	Transoms, <del>Reinforced</del> and Crutches	<b>"</b>	Boats	<b>"</b>
Upper Deck Beams & Fastenings	<b>"</b>	Timbers of the Frame at the openings	<b>"</b>	Masts, Yards, &c.	<b>"</b>
Lower Deck Beams & Fastenings	<b>"</b>	Ditto Ditto at other places	<b>"</b>	Condition, how ascertained	<b>On deck</b>
Plankings	<b>"</b>	Keelsons	<b>Good</b>	Sails	<b>Sufficient &amp; Good</b>
Sheerstrakes	<b>"</b>	Clamps and Shelves	<b>"</b>	Anchors No. of	<b>3 B, 1 S, 2 K</b>
Topsides	<b>"</b>	Ceiling	<b>"</b>	Cables	<b>240 Fath 1 1/2 Dia</b>
Wales	<b>"</b>	Rudder	<b>"</b>	Hawsers and Warps	<b>"</b>
Plating	<b>"</b>	Copper	<b>"</b>	Standing & Running Rigging	<b>"</b>
Blank (Bottom) and Counter	<b>"</b>	Caulking of	<b>"</b>		
Engine Room Skylights	<b>Good</b>	Bottom, Deck, & Waterways	<b>Good</b>		
Coal Bunker, Openings, Lids, &c.	<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. **The repairs as above stated are satisfactorily executed. The vessel now appearing in a good condition. I am of opinion she may remain as classed**

The Amount of Entry Fee **£ 2 : 0 : 0** received by me, **James & Special**  
**£ 4 : 7 : 0** 31 Oct 1876  
 Certificate (if required) **£ 0 : 0 : 0**  
 (Travelling Expenses, if any, £ **44.0.0**)  
 Committee's Minute **3rd November 1876**

Character assigned **A 1**

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

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