

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No 4504** Survey held at **Hull** & Date, first Survey **June 13<sup>th</sup>** Last Survey **24<sup>th</sup> Dec 1876**

**258** on the **Iron Steamer "Vine"** Master **Schofield**

**TONNAGE** under Tonnage Deck **466.10**  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop **78.93**  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck **0.50**  
 Ditto of Forecastle  
 Gross Tonnage **545.53**  
 Crew Space, as per Rule **35.14**  
 Register Tonnage, cut on Beam  
 Engine Room **86.00**  
 Reg. Tons as Stmer, cut on Bm. **424.39**

Built at **Hull** When built **1866** MONTH **6**  
 Owners **E. Leatham** Port belonging to **Hull**  
 Residence **Hull**  
 By whom built **C & W Earle** Destined Voyage **London**  
 If Surveyed Afloat or in Dry Dock **On Earle's No 1 Slipway & afloat at Number 100 Dock, Hull**

Length of Poop **77** ft. Ditto, Forecastle **—** ft. Ditto, Raised Quarter Deck **—** ft.  
 Last Survey, No. **\*9957** Port **Iron** Classified **A 1**  
 Years assigned **9.73**

REPAIRS, OR EXAMINATION AS PER RULE **Survey No 3** **SS And No 1-72**

The close ceiling in the Holds removed and the plating outside from Keel to Gunwale & inside from close ceiling upwards scraped clean. Cement removed where required & plating drilled <sup>thickness</sup> **1/16 & 6/16**. Windlass of Iron Hammed Chain Cables on deck now done. Cemented where required, ceiling either relaid or renewed as found necessary. Main deck over Engine & Boiler space partly renewed. Poop deck over same do. Main & Poop Deck Caulked. Plating inside from close ceiling upwards painted also outside from Keel to light water mark from do upwards now being painted.

Present Condition of the			
Decks <b>Caulked</b>	<b>Good where beam</b>	Freenails <b>Diets</b>	Windlass and Capstan <b>Good</b>
Waterways		Breasthooks and Stemson	Pumps <b>Iron</b>
Comings		Transoms, Pointers, and Crutches	Boats <b>Good &amp; sufficient</b>
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings	Masts, Yards, &c. <b>Good</b>
Lower Deck Beams & Fastenings		Ditto Ditto at other places	Condition, how ascertained <b>Inspection</b>
Planksheers		Keelsons	Sails <b>Good</b>
Sheerstrakes		Clamps and Shelves	Anchors No. of <b>3 B 18 &amp; 2 Kedge</b>
Topsides		Ceiling	Cables <b>Good &amp; sufficient</b>
Wales		Rudder	Hawsers and Warps <b>Good</b>
Plating (Bottom) and Counter		Copper <b>When put on</b>	Standing & Running Rigging <b>Good</b>
Engine Room Skylights <b>Good</b>	Caulking of		
Coal Bunker, Openings, Lids, &c. <b>Good</b>	Bottom, Deck, & Waterways <b>Good</b>	Cargo and Main Hatchways <b>Good</b>	
General Observations, Opinion as to Class, &c.		Hatches <b>Good</b>	

This vessel having complied with the Rules Survey No 3 is now in good condition and eligible in our opinion to remain as classed **A 1** & be marked **SS Hull No 3-76**. Engineer's Report now forwarded.

The Amount of Entry Fee ... £ **5** : - : - received by me, **Mr Davidson**  
 Special ... £ **5** : **5** : - **1<sup>st</sup> Dec 1876**  
 Certificate (if required) ... £ - : **5** : -  
 (Travelling Expenses, if any, £ - : - : -)  
 Committee's Minute **8<sup>th</sup> December 1876**  
 Character assigned **A 1**  
**Mc W Parker**  
**S.S. No 3-76**  
**Lloyd's Register**  
**IRON 469-0332**

Cause of Repairs to be clearly stated.  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 (3,000—9/5/76.)