

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1337** Survey held at **Newcastle** Date, first Survey **22nd Sept** Last Survey **24th Oct 1876**
 on the **S.S. "Shoreham"** Master **C. B. June** and **Dee**
 TONNAGE under Tonnage Deck **424** Built at **Port Glasgow** When built **1872**
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **491** Owners **L. Clark & Co** Port belonging to **London**
 Crew Space, as per Rule
 Register Tonnage on Beam
 Engine Room
 Reg. Tons as St. mer. on Bm. **293** Residence **4th Dunstan's Alley, St. Dunstan's Hill, London E.C.**
 By whom built **Macfarlane** Destined Voyage
 If Surveyed Afloat or in Dry Dock **Palmas de York**
 Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **90** Character in Register Book **11.75**
 Last Survey, No. **15761** Port **Iron**

REPAIRS, OR EXAMINATION AS PER RULE **S. S. No. 1.**

This vessel was found to be fitted with a deep water-hallack-tank, capable of holding about 75 tons of water, in the extreme fore end of her; she carries her engines and boilers &c at the extreme after end of her; the intervening space consisted of a very flat bottom supported by shallow keelsons which failed, in such circumstances, to afford the strength requisite to resist the great strains such conditions would naturally bring about. The following repairs have been found necessary, viz:- the whole of the ceiling lifted; 22 new floor plates and skilps put in; 2 half floors; 2 butt stops; 24 lengths of angle iron to form doubling-pieces to reverse frames and another lug to the keelson angle iron; 10 reverse frames partly renewed, the same properly shifted and arranged to cover other butts; all

Present Condition of the		Treenails Rivets		Windlass and Capstan	
Decks	good	Breasthooks and Stems	good	Pumps	do
Waterways	do	Transoms, Pointers, and Crutches	do	Boats	do
Coamings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	by inspection
Lower Deck Beams & Fastenings	do	Keelsons	do	Sails	Sufficient
Planksheers	do	Clamps and Shells	do	Anchors No. of	do
Sheerstrakes	do	Ceiling <i>re-laid</i>	do	Cables	do
Topsides	do	Rudder	do	Hawsers and Warps	do
Wales	do	Copper	When put on	Standing & Running Rigging	do
Planks (Bottom) and Counter	do	Caulking of	good		
Engine Room Skylights	good	Bottom, Deck, & Waterways	good		

General Observations, Opinion as to Class, &c. **This vessel has now been greatly strengthened by the fitting of a new middle line keelson above the floors, and by the removal of certain defective floors and angles. She has now received a thorough repair, has been submitted to all the requirements of survey, and I am of opinion that she is now eligible to remain as classed, and to be marked S.S. No. 1 - 76.**

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me, **T. Young**
 Special ... £ 5 : 0 : 0
 Certificate (required) ... £ 5 : 0 : 0
 (Travelling Expenses, if any, £)
 Committee's Minute **24th November 1876**
 Character assigned **90A1, S.S. No. 1-76**
 Deferred **24th November 1876**
 Letter to Greenwich Surveyors **24th Nov 76**

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

17544 Iron

The middle line and side and keel keelson angle iron removed in bottom for getting a floor and renewing vertical angles and rivets in various parts throughout the middle length; an entirely new middle line keelson fitted consisting of a standing plate $12 \times 9/16$ with double angles top and bottom, and a suitable top plate throughout the middle length of the vessel; 140 new short angles to connect intercostal plates to floors; 4 broken frames efficiently scrapped; all the pillars in hold cut out and refitted; a deep armir plate fitted across the main hatchway and riveted to remain there; some hundreds of rivets renewed in flat keel and bottom plating; 4 outside bulkheads fitted in keel-butto, and 3 others over butto of plating fore and aft; the riveting of the rudder partly renewed; several beam knees in hold riveted; 2 plates on Starboard low next garboard renewed; the beams for top of tank condemned, and 7 new ones of hull-iron and angle iron on top edge fitted; a middle line divisional bulkhead ($5/16$) fitted in the tank; the tank top and side-angles repaired, the same tested and found tight and satisfactory; 6 new floor plates in tank fitted, and stays from these 6 beams renewed; 10 double reverse frames fitted across floors in tank; 10 angles to connect work plates to floors fitted, and one broken frame scrapped; all the keelson in hold riveted to top of floors; one or two patches put over small defects in plating above water; one painting beam of plate and angle iron fitted in the forepeak; the whole interior of the vessel (except in bunkers) thoroughly scraped and painted; nearly the whole of the cement renewed; the hatches repaired; stanchions round raised quarter deck repaired and refastened; sundry small repairs about deck effected; the bottom outside scraped, and the vessel painted from keel to gunwale.

R. J. Reed.



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