

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 11,621** Survey held at Sunderland Date, first Survey, 3rd April Last Survey 11th April 1877.

41 on the Iron Screw Steamer "Ocean King" Master 2nd Durrew.

TONNAGE under Tonnage Deck 681
 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 699
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm. 634

Built at Sunderland When built 1863 (64)
 Owners R. T. Bell Port belonging to Sunderland
 Residence Bridge Street, Sunderland
 By whom built Pile Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock Messrs Simey's Ship and Afloat

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 95 H. I. Character in Register Book.

Last Survey, No. 11151 Port Liverpool Iron Classed SS. Sld No. 2. 1872 12/13.

REPAIRS, OR EXAMINATION AS PER RULE as per Special Survey No. 3.

Work done: The vessel placed on a slip and the keel and bottom examined. The hold cleared. all close ceiling in the holds removed and coal bunkers cleared. The frames, stringers, hooks, floor-plates, keelsons, rugies and boiler bearers, ends of beams, bulkheads, ribs and inner surface of plating exposed, excepting where covered with asphalt. all oxidation removed from the several parts above named, also from the outside plating, ribs, keel, stem, stern-post and rudder. The waterways are cemented; this together with the asphalt in the bottom, was found to be firm and hard and adhering satisfactorily to the iron plates. The several parts above named were subjected to examination and no appreciable diminution from the original scantlings discovered. The double bottoms have

Present Condition of the

Decks <u>Lower</u>	} <u>Good</u>	Trunnion Rivets	} <u>Good</u>	Windlass and Capstan	} <u>Good</u>
Waterways		Breasthooks and Stems		Pumps <u>4 H.</u>	
Comings	} <u>Fair</u>	Transoms, Pointers, and Grutches	} <u>Good</u>	Boats <u>3 H. (2nd Life)</u>	} <u>Good</u>
Upper Deck Beams & Fastenings		Timbers of the Frame at the opening		Masts, Yards, &c.	
Lower Deck Beams & Fastenings	} <u>Good</u>	Ditto Ditto at other places	} <u>Good</u>	Condition, how ascertained <u>By inquiry & observation</u>	} <u>Good</u>
Plating of		Keelsons		Sails <u>Complete</u>	
Plank sheers	} <u>Good</u>	Clamps and Shells	} <u>Good</u>	Anchors <u>No. of 2 1/2, 15, 2 H.</u>	} <u>Good</u>
Sheerstrakes - " -		Ceiling		Cables <u>240 fms.</u>	
Topsides - " -	} <u>Good</u>	Rudder	} <u>Good</u>	Hawsers and Warps	} <u>Good</u>
Wales - " -		Copper <u>Coated</u> When put on <u>2000</u>		Standing & Running Rigging	
Plank (Bottom) and Counter	} <u>Good</u>	Caulking of	} <u>Good</u>	Cargo and Main Hatchways	} <u>Good</u>
Engine Room Skylights		Bottom, Deck, & Waterways		Hatches	
Efficient Coal Bunker, Openings, Lids, &c.	Secure Scuppers				

General Observations, Opinion as to Class, &c.

She is now in good and efficient condition, and, fit in our opinion, for the safe conveyance of dry and perishable cargoes to and from all parts of the world to remain classed 95 H. I. and to be marked (SS. Sld No. 3. 1877)

The Amount of Entry Fee £ 2 : 0 : 0 received by me, James M. Lister
 Special £ 7 : 7 : 0 187 attached
 Certificate (if required) £ 5 : 5 : 0
 (Travelling Expenses, if any, £ 10)

Committee's Minute 1st May 18 77

Character assigned

95 H. I. SS. No. 3-7

S.S. 77-3 yrs (over) Repair

18314 Iron

have both been tested by a head of water equal to the height of the light-line and made watertight. The wood linings partly shipped off the windlass and the main-price examined and found good. The Chain Cables ranged examined and found to be good and sufficient.

Repairs now done to make good defects:- a good portion of the flat of upper deck renewed with Yellow-pine, and the whole deck caulked. Relaid the close ceiling in the holds, some of it together with some cargo battens having been fitted new. added rider-plates to five tween deck beams in the fore-hold and two in the after-hold, and the angle-irons on their top edges repaired. Four new stanchions to beams in fore-hold and one aft - and several others repaired and refitted. Repaired angle irons of centre keelson in fore-hold and added rider-plates thereto. Fitted double angle irons on inner edge of tween deck stinger plate on each side of fore hatch - as compensation for dispensing with shifting-beams. A hole 2ft 6ins square had been cut in the lower part of the foremost engine-rooms bulkhead for the purpose of trimming coal out of the cargo hold into the stove-hole, and there being no watertight door fitted thereto - caused a plate to be fitted and bolted over the hole and caulked. Painted the vessel both inside and outside.

Williamson

Wm. Williamson



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Foundation