

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 609 on the *S. S. "Hutton Chayton"* Master *Bell*
 Survey held at *London* Date, first Survey *Mar 29th* Last Survey *June 15th* 1877
 Tonnage under Tonnage Deck *575*
 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 *597.84*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. *477.1*
 Built at *Newcastle* When built *1855*
 Owners *Gen. Iron Sewer Co* Port belonging to *London*
 Residence
 By whom built
 Destined Voyage
 If Surveyed Afloat or in Dry Dock *Commercial dry dock.*
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Last Survey, No. *15937* Port *Iron*
 Classified *S. S. Low No 1-74. 2-76*
 Character in Register Book. *A.1.*

REPAIRS, OR EXAMINATION AS PER RULE *S. S. No 3 & alterations.*

The whole of the close ceiling removed, 67 reverse frames partially renewed in hold, 90 feet of angle iron stringers renewed, defective middle line intercostal keelson plates and wash plates renewed. Two lengths of angle iron keelson renewed, the frames, floors &c shipped and scraped and the cement renewed under boilers and all through main hold. 10 floors doubled under boilers and engine room bulkhead repaired. Several frames doubled in coal bunkers. The whole of the ceiling renewed with 2 1/2" american elm. additional tie plates fitted on upper deck beams, and a new sheam fitted to fore side of main hatch. The whole of the wood stanchions

P. T. O.

Present Condition of the

Decks	} <i>Good</i>	Transoms	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways		Breasthooks and Stemson	<i>---</i>	Pumps	<i>---</i>
Comings		Transoms, Pointers , and Crutches	<i>---</i>	Boats	<i>3 No</i>
Upper Deck Beams & Fastenings		Timber of the Frame at the openings	<i>---</i>	Masts, Yards, &c.	<i>---</i>
Lower Deck Beams & Fastenings		Ditto Ditto at other places	<i>---</i>	Condition, how ascertained	<i>from deck</i>
Planksheers		Keelsons	<i>---</i>	Sails	<i>Good</i>
Sheerstrakes		Clamps and Shelves	<i>---</i>	Anchors No. of	<i>3 B - 1 S - 2 K</i>
Topsides		Ceiling	<i>---</i>	Cables	<i>Good</i>
Wales		Rudder	<i>---</i>	Hawsers and Warps	<i>---</i>
Plank (Bottom) and Counter		Copper Paint When put on	<i>new</i>	Standing & Running Rigging	<i>---</i>
Engine Room Skylights	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>	
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>---</i>	

General Observations, Opinion as to Class, &c.

This vessel is now in good condition and eligible in our opinion to remain classed *A.1.* and to be marked *S. S. No 3.* in the Register Book

The Amount of Entry Fee £ 2 : : : received by me, *File.*
 14/7/77 Special £ 8 : 8 : 0 16 July 1877
 Certificate (if required) £ : 5 :
 (Travelling Expenses, if any, £)

Committee's Minute

Character assigned

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



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IRON472-0472

18764 Iron

removed together with the bulwarks and covering board. The stringer plates across the stern renewed and an additional pair of angle irons worked on stringer plates all fore and aft forming a gutter and the bulwarks renewed with iron plates supported by iron stanchions in the ordinary way. new wood rail fitted. a shark bridge deck fitted amidships, the sides being plated. The whole of the upper deck renewed with p.p.s. $3\frac{1}{2}$ " thick. The vessel inside chipped and coated with paint. above close ceiling, but that below the close ceiling was coated with cement wash. Vessel placed in dry dock bottom scraped and painted. Several holes drilled in the bottom plating, the decrease in their thickness being inappreciable. Two shell plates renewed and one removed rolled and replaced on port side. The rigging now set up to lugs rivetted to gunwale angle irons and sheer strakes.

J. W. Scullard
Will^m E. Davely

Robert M. Smith
over
H. J. Smith
for Col. C.
4/10/77

