

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. 1276 on the *S. S. "Sussex"* Survey held at *London* Date, first Survey *14 July 77* Last Survey *12 Nov 77* 1877.  
Master *Henry Stone*

TONNAGE under Tonnage Deck *161.40*  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk. *13.41*  
Ditto of Houses on Deck  
Ditto of Forecastle *3.67*  
Gross Tonnage *178.48*  
Crew Space, as per Rule  
Register Tonnage, out on Beam  
Engine Room *57.11*  
Reg. Tons as St'mer, out on Bm. *121.37*  
Built at *Newcastle* When built *1862*  
Owners *London Brighton & C. R. Co* Port belonging to *Newhaven*  
Residence  
By whom built *Richardson* Destined Voyage  
If Surveyed Afloat or in Dry Dock *Hetchers dry dock*  
Length of Poop *ft. 125.1* Ditto, Forecastle *ft. 14.8* Ditto, Raised Quarter Deck *ft. 9.9*  
Classed *P. 1. 71*  
Last Survey, No. *8686* Port *Inn* Character in Register Book. *P. 1. 71*

REPAIRS, OR EXAMINATION AS PER RULE *S. S. No. 3. and lengthening.*  
This vessel has been lengthened amidships about 15 feet. All the Ceiling and decks removed. Engines and Boilers taken out. The inside and outside surfaces of plating, the frames &c. scraped and oxidations removed. Windlass unhooked & linings removed. Cables laid out and all other requirements complied with.  
The new frames, plating, Keelson. Stringers &c. are all of size, thickness &c. equal to the original. And as compensation for the increased length, a Bridge stringer has been fitted, and is formed of double angle irons  $3\frac{1}{2} \times 3 \times \frac{1}{4}$  with 6" Bulb iron between them. And the deck Beam Stringer plate has been increased 12 in width, with edge straps connecting

Present Condition of the					
Decks	<i>new and good</i>	Trunnels	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>do</i>	Pivots	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Sails	<i>well found</i>
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Anchors	No. of <i>2 B. 18 &amp; 1 Kedge</i>
Topsides	<i>do</i>	Clamps and Shelves	<i>do</i>	Cables	<i>complete</i>
Wales	<i>do</i>	Ceiling	<i>do</i>	Hawsers and Warps	<i>sufficient</i>
Plank (Bottom) and Counter	<i>do</i>	Rudder	<i>do</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights	<i>good</i>	Copper	<i>When put on</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Caulking of	<i>do</i>	Hatches	<i>good</i>
General Observations, Opinion as to Class, &c.					

This vessel being in good condition and the requirements of S. S. No. 3. having been complied with, we are of opinion she may remain as classed and S. S. No. 3. 77 recorded

The Amount of Entry Fee ... £ *8.8* : 10 : received by me, *J. R.*  
Certificate (if required) ... £ : :  
(Travelling Expenses, if any, £ )  
Committee's Minute 29th January, 1878.  
Character assigned *A 1*  
for *Lloyd's Register* *12/1/78*

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



it with the original Beam Stringer. The upper deck entirely renewed with Y. Pine and fastened. The ballast tanks tested as required by the Rules. The Vessel in other respects has had a general overhaul and repaired where found <sup>and nearly</sup> necessary. The Anchors, Chains and other parts of the equipment are equal to the Rules for the increased Tonnage.

J. W. Congdon  
 Senhouse Martinick

This Report has been delayed, waiting the new dimensions, Tonnage &c., which have been several times written for.

J. C.



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