

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 26412** Survey held at **Fleetwood** Date, first Survey **July 14** Last Survey **March 21** 1879  
 on the **Iron Ship "Thomas Bell"** Master **Gruncher**  
 TONNAGE under Tonnage Deck **789**  
 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 **838**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam **838**  
 Engine Room  
 Reg. Tons as St'mer, cut on Bm.  
 Built at **Glasgow** When built **1862** - **8**  
 Owners **Thos Bell** Port belonging to **L'pool**  
 Residence **L'pool**  
 By whom built **Reid** Destined Voyage **China**  
 If Surveyed Afloat or in Dry Dock **Afloat & on the Grid iron**

Length of Poop **46** ft. Ditto, Forecastle **32** ft. Ditto, Raised Quarter Deck **—** ft.  
 Last Survey, No. **16514** Port **Iron** Classified **\*A.1**  
 Years assigned. **1** Character in Register Book. **1**  
**1st Lm No. 2-74**

REPAIRS, or EXAMINATION AS PER RULE **1st No. 3. Now done to Complete**  
 Same - please see Report No. 25126 dated May 26 & June 24/76

The whole of the Ceiling in the hold between the fore & after hatchways removed & all oxidation beaten or scraped off. Found the frames, floors, keelsons, stringers, beams, plates & rivets in good condition (it was not considered necessary to drill the plating) but the cement worn in places and has been made good; a good portion of the Ceiling in flat of bottom renewed and the remainder refitted & the whole of the upper deck - except in way of the Poop - renewed of which 7 pine fastened with galvanized nut & screw bolts also the fore-castle deck renewed of 3" 4/8 pine; the two deck beams in way of front of Poop plated over - 6/16 thick from side to side to receive an Iron coming plate 20 x 20/16 now fitted.

Present Condition of the	Deck	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Planksheers	Sheerstrakes	Topsides	Wales	Plates	Blank (Bottom) and Counter	Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo and Main Hatchways	Hatches
Nearly all renewed of 7/16	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Transoms, Pointers, and Crutches	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Timbers of the Frame at the openings	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Ditto Ditto at other places	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Keelsons	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Clamps and Shelves	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Ceiling	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Rudder	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Copper Pen	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Bottom, Deck, & Waterways	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Windlass and Capstan	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Pumps	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Boats	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Sails	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Anchors	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Cables	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers and Warps	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Standing & Running Rigging	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good

This vessel is now in good condition and in our opinion eligible to remain as Classed, and marked 1st No. 3. 1876

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, J. F. L.  
 Special ... £ 3 : 3 : 0 1/4 1879  
 Certificate (if required) ... £ : 5 : 0  
 Mailing Expenses, if any, £ 3 : 0 : 0

Committee's Minute **Liverpool April 25-1879**  
 Character assigned **\*A1 Record SS No. 3/76**  
**new deck 179. W.R.**

**John Gibson**  
 Ship Builder  
 Fleetwood

180N483-0412



23097 Iron

in lieu of the wood port sill; bonspirit taken out - (through damage) and now fitted with a dovetail plate  $7/16$  thick in way of partners and the fore stays are now secured to the bonspirit hole instead of the bonspirit where they were originally fitted; the figure head and head rails refitted and part-renewed; hull painted where required; and the following spars renewed or - all the yards to foremast, also the main yard and main upper and lower topsail yards, main topmast - and fir boom of Pitch & Red pine.

The rigging refitted and part new.

The masts, spars & rigging examined, and certified to.

Edw. Wheeler

Thomas Bell

264412.



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Foundation