



See Letters dated 24<sup>th</sup> Jan. 22<sup>nd</sup> Feb & 1<sup>st</sup> Mar 79. 23372 Iron

Now Lengthened about 29 feet amidships the whole of the scantlings of the new part conform to those of the original structure; the Sheerstrake is doubled with  $7/16$ " plates for three fourths her length amidships, and the Strake in way of Hold Beams with  $6/16$ " plates for three fifths length amidships, the Upper Bilge Keelson is made intercostal between and efficiently scarphs the Tanks; a bulk plate is fitted to the Bilge Keelson and extends into the the Tanks, and a side intercostal Keelson is fitted extending into fore tank and scarphing the Engine Bearers as shown on the accompanying tracing; the new part Cemented to Bilges, and the remainder repaired where necessary.

Added, New Boiler Seatings, a pair of double angles and gace plate on inner edge of Beam Stringer plate in Boiler space; the Hold in Engine Room should have been shown as not altered on the accompanying tracing and originally fitted, it is now attached to Hold Stringer plate with a plate vertically fitted of same breadth as Shell plate, and an efficient gusset plate added on the top attached to Shell. New Hatchway  $14/4$  ft x  $10$  ft abt 6"

Hawse pipes shifted forward to suit new windlapp; Bottom Coated, topsides painted, and the whole of the iron work internally painted except portions in Fore and after Holds where the Oxidation has not been removed.

The following Anchors and Chains now added.

CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Chain	240	$1 7/16$	$37 1/8$	$240 - 1 1/4$	$37 1/8$	&c.	1	18. 3. 7	19. 15. 1. 7	19. 0. 0
Breaking Chain			$55 1/8$		$55 1/8$	Bowers	1	18. 2. 14	19. 10. 3. 21	19. 0. 0
Tested at R. V. C. P. S. by J. Hartnup						1	15. 1. 14	16. 16. 2. 7	15. 1. 0	16. 14. 20. 0
Tested at R. V. C. P. S. by J. Hartnup						Tested at R. V. C. P. S. by J. Hartnup				
Apr 2/79. June 24/78. Dec 12/78 and Mar 20/79						dated Mar 22/79. Mar 22. Apr 4 Mar 26. 27/79				respectively
Chain	60	$1 5/16$	$23 7/10$	$60 - 1 5/16$	$23 7/10$	Stream ....	1	6. 1. 7	8. 12. 2. 0	6. 2. 0
Hawse Strm. Cbl.						Kedges ....	1	3. 0. 21	5. 14. 1. 14	3. 1. 0
Hawse .....							1	1. 3. 7	4. 7. 0. 21	1. 2. 0
Towlines .....	90	$5$								
Warp .....										
All of good quality	180	$4 1/2$								

Joseph Keen  
Sunderland 29<sup>th</sup> April 1849

Messrs Chapman & Miller.

Gentlemen, - Your S.S. Kenton has now passed through Special Survey No 2 as prescribed by the rules when the vessel is 8 years old, - except so far as completing the removal of oxidation from portions of the fore and after holds; which will be quite apparent on inspection but difficult to describe, as it is so very irregular in character and position, portions having been completed here and there only; when it is complete and reported to the Committee by any of the officers of this Society, a notation will be made in the Register Book to that effect; as you have anticipated this Survey considerably it will be quite in order to complete it at the next annual Survey, or even at a later date, if not then quite convenient.

Yours, Gentlemen,  
Your obedient servant  
Jd Joseph Keen