

REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at London Date, first Survey 7 February 79 Last Survey 20 May 1879
 eg. Book. 26317 22-5-79 (Rev)
 on the Scw. Hartlepool Master Sharp
 TONNAGE under Tonnage Deck 538 Built at Sunderland When built 1865 10
 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 557 Owners G. N. McKinnon Port belonging to Sunderland
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. 415 If Surveyed Afloat or in Dry Dock Horseferry Dry Dock
 By whom built Laing Destined Voyage Letter

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 1 Character in Register Book. 1
 Last Survey, No. 26316 Port Iron Classed S.S. Sld No 3. 74

REPAIRS, OR EXAMINATION AS PER RULE for S.S. No 3 and on acct of Damage. S.S. Sld. No 1. 78 378

This vessel was put into dry dock in order to repair the damage sustained through taking the ground and raring on the pile heads near the pier at Dunkirk; at the same time the Rules for S.S. No 3 have been complied with.

The whole of the ceiling in fore hold and above the ballast tanks in both holds has been removed. The iron work of frames, floors - plating &c freed from oxidation and cement washed or painted.

On the Starboard side the following plates removed and renewed - also the following failed & replaced

2 nd Strake below Sheerstrake -	Renewed -	Removed failed and replaced
3	7	4
4	8	3
5	1	—
6	2	—
1 st Strake below sheerstrake -	1	—
	Total 19	Total 11

Present Condition of the	Good	Treeails Ruets	Good	Windlass and Capstan	Good
Decks	Dr	Breasthooks and Stemson	Dr	Pumps	Dr
Waterways	Dr	Transoms, Pointers, and Crutches	Dr	Boats	Dr
Comings	Dr	Timbers of the Frame at the openings	Dr	Masts, Yards, &c.	Dr
Upper Deck Beams & Fastenings	Dr	Ditto Ditto at other places	Dr	Condition, how ascertained	Aloft
Lower Deck Beams & Fastenings	Dr	Keelsons	Dr	Sails	Good
Planksheers	Dr	Clamps and Shells	Dr	Anchors No. of <u>3B. 1S. 2K</u>	
Sheerstrakes	Dr	Ceiling	Dr	Cables <u>210 Fms</u>	Good
Topsides	Dr	Rudder	Dr	Hawsers and Warps	Dr
Wales	Dr	Copper Cement When put on <u>65 ft. how</u>		Standing & Running Rigging	Dr
Plating	Dr	Caulking of			
Plank (Bottom) and Counter	Dr	Bottom, Deck, & Waterways	Good		
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.	Dr	Cargo and Main Hatchways	Dr
		Scuppers	Dr	Hatches	Dr

General Observations, Opinion as to Class, &c.

She is now in a good and efficient condition and the Rules for S.S. No 3 having been complied with we are of opinion that she is eligible to remain as classed and to be noted S.S. Low. No 3. 79 in the Register Book.

The Amount of Entry Fee ... £ 2 : : : received by me, }
 71/5/79 Special ... £ 8 : 8 : - 29.4.1880 }
 13/5/80 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £)

Committee's Minute 23rd May, 1879.

Character assigned

Lloyd's Reg. 2 May 79 S.S. No 3-79
T.B.W.

L. Pearce
Will. B. Davey
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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IRON 492-0023

In addition 3 plates have been taken off at the after part of stern on the Port side, also the rivets in edges and butts of about the same number of plates on the Starboard side at the same part, cut out and renewed the plates were then replaced and riveted. A large number of rivets in stern post and after part of keel, being loose, have now been renewed.

The following frames on Starboard side renewed or repaired - all at turn of 1864.
In Fore hold - 20 broken frames and 3 broken reverse frames efficiently strapped by doubling angle irons of same size.

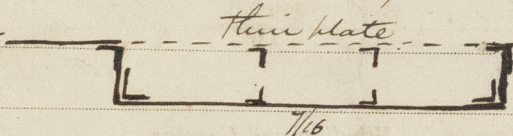
In Bunker Space - 14 frames renewed from lower turn of bilge to upper deck - 1 frame doubled for a short length - and 15 doubling angle iron straps - each 4 ft long - riveted at bilge to frame and through bottom plating.

In After Hold - 9 frames renewed from lower turn of bilge to upper deck - and each doubled at bilge with angle irons each 4 ft long.

9 Sheerstrake buttstraps at middle of vessel's length on each side renewed and replaced with treble riveted straps - in lieu of double riveted - and $\frac{1}{8}$ " thicker than before -

A plate of upper deck stringer doubled on each side for breadth of gutter watercourse, and stringer angle irons strapped thereto.

The deck planks under galley and donkey boiler - for a breadth of 8 feet extending from funnel casing to main hatchway - removed - and an iron deck plate $\frac{7}{16}$ " thick laid and riveted to beams and tie plates in lieu of former. Cement laid on it and galley & boiler replaced. The fore bulkhead of boiler space being wasted beneath the donkey boiler, through leakage - and it being impossible to renew the plates without removing the boiler - a recess bulkhead thus: -



restoring the strength and efficiency of the bulkhead.

The water ballast tank plates in the way of the damaged frames and plates on Starboard side have been removed and subsequently replaced. The tanks have since been tested by a head of water to the height of the light water mark - and made watertight. The decks bored -

7 Deck planks renewed on Port side and 3 on Starboard side -

A bulwark plate on starboard side renewed - also 1 repaired - and 2 ports renewed - 2 ports renewed on Port side and 2 plates of bulwark repaired - Deck house - Poop skylights - Companion - Rail - covering board aft - main rail - Cabin fittings &c repaired and in many cases renewed.

Muddlass stripped and chain cables raveled -

J. Pearce
Wm. B. Darcy



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