

27199 ~~27200~~
Y for REI

(Received at London Office, 3/6/87)

Master *J. Lay*

YEAR. MONTH.

Built at Switzerland When built 1863. 4.

Owners E. J. Fowler Port belonging to Sunderland

Residence Roker Terrace - Sunderland

By whom built *Lains* Destined Voyage *New Orleans*

If Surveyed Afloat or in Dry Dock *Lairds dry Dock*
(State Name of Dock)

(State Name of Dock)

Length of Poop 12.00 ft. Ditto, Forecastle 12.00 ft. Ditto, Raised Quarter Deck 12.00 ft. Years 1880 Character in Register Book 1880

Last Survey, No. *1855* *Port London* *Classed* *90A1*

REPAIRS, OR EXAMINATION AS PER RULE SP. No. 2. 1244

Cause of Repairs to be clearly stated.

The Keel and Bottom examined, scraped from keel to gunwale, including rood waterway; remove the whole of the ceiling, Boilers and Engines, the iron work thus exposed from the keel upwards cleared from oxidation, by heating and clipping &c; Patent Windlafs renewed, Chain Cables ranged and examined, Masts and Spars inspected, and all other conditions of the Rule conformed to.

Renewed the reverse frames in the Engine
space (wasted) from the upper turn of bilges upwa
extending the whole of them to the gunwale, in
consideration of the alternate frames in
being somewhat wasted, also renewed in the same place
P. T. Over

P. J. Over

Present Condition of the
Decks good; Caulking bad Wedges Rivets good Windlass and Capstan good P. F. Over

Waterways	good	Breasthooks and Stenson	4	Pumps	hand	4
		Transoms, Pointers, and Crutches				

Comings	4	Timbers of the Frame at the openings	4	Boats	5 3/4	4
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Upper Deck Beams & Fastenings // Ditto Ditto at other places // Mast, Yards, &c. //

Lower Deck Beams & Fastenings	4	Keelsons	4	Condition, how ascertained	assured
Blank Beams		Clamps and Shells	4	Scile	mad maker

Planksheers	✓	Clamps and Shells	✓	Gulls	✓
Shoetables		Ceiling	✓	Anchors	No. of Six good

Sheerstrakes	4	Rudder	4	Cables	300 fms 1 $\frac{1}{2}$ & 1 $\frac{1}{2}$
Trawl					

Copper (or Y.M.) When put on now Hawsers and Warps

Plank (Bottom) and Counter	4	Caulking of Bottom Deck & Watertanks	good	bad	Standing & Running Rigging	4
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Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches ✓

General Observations, Opinion as to Class, &c.

Excepting the caulking of Upper Deck; this vessel is now in good and efficient condition and when the above is Reported as efficient will be fit in my opinion, to remain as Classed Yes 90A.

{Hewitt is returned ^{attachment to} Trust Entry Report to
 and drawings; Owner declining to add for
 sent with letter 4th Nov 1879. 100A Grade

Amount of Entry Fee £ : : received by me, Joseph Veen,

Special £ 10 : 10 : 0

Applied for

Surveyors to Lloyd's Register of British and Foreign Shipping

Certificate (if required) to be sent as per margin. } £ : : received

Selling Expenses, if any, £ Nil)

Committee's Minute Tuesday, June, 29th, 1881.

Character assigned

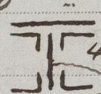
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IRON 493-0495

24/99 ~~24/200~~ In
that is, in the Coal Bunkers, two shifts of Upper Deck Sheerstrake
Starboard Side, and one on the opposite side; Repaired the
angles to Hold Beams in way of Hatchways and removed
the Half beams there in each case, adding a Rider plate
to each beam at ends of Hatchway, also gusset plates, and
strengthened the inner edge of Hold B^m Stinger plate
with two angles 4.4. $\frac{9}{16}$, and face plate $8\frac{1}{2} \times 8$, in the
Engine space a Hold Beam is now added  ^{Rider 10 x $\frac{9}{16}$}
and inner edge of stinger plate strengthened there, by adding
2 angles 5.4. $\frac{9}{16}$ face plate $9 \times \frac{9}{16}$; at the Deck above (middle
added a beam same size as those already fitted, forming
the two beams into a Semi box beam, by plating them over,
on the port side in the Engine space, renewed one length
of Hold Beam St^r angle in front of reverse frames.

Damage: Removed and refitted two plates at St^d ledge
and four butt straps; renewed several rivets,
(wasted heads) on the Port Bow and Quarter; and the
whole of the Shaft Tunnel, and a large portion of the
Coal Bunker bulkheads; also renewed nearly the whole
of the Engine and Boiler Seatings; lessened the size
of the Engine room Casing in the 'tween decks, and in con-
sequence of this lengthened the half beams of middle deck there,
but is a rough job; in inner ends, this is quite efficient,
but is a rough job; Refitted portions of each deck in
way of Engine Room.

Added a Water Ballast Tank in the Hold before
the Engine Room $39\frac{3}{4}$ ft in length, also added a small
"Trimming" Tank aft up by the Counter; each Tank has
been pressed and proved efficient.

Renewed several wood bulwark stanchions, and two
lengths of Bulwark Rail; The Mizzen Mast is now removed
and entirely dispensed with; Renewed the following Spars,
Yar, Main Boom, Fore-topmast and Fore Top-gallant Mast, and
refitted the Rigging; refitted hand pumps, some of the
pillars to Beams; added scuppers in the 'tween decks, and
renewed three Steam Winches; Renewed 15 fms $1\frac{7}{8}$ St^r
Chain Cable, tested at R.N.C.P.T. to $63\frac{1}{4}$ and $88\frac{5}{10}$ tons, $\approx 35\frac{1}{4}$.
May 7th / 00. / Hartnups Sup^{nts}

Bottom payed with two coats of Oxide, the
topsides and the whole of the Iron Work internally painted.

Part Caulked and overhauled the Upper Deck
this having proved inefficient, the following corres-
pondence has transpired; please see Surveyor's
Letter; with Captains answer thereto, promising
to recaulk Deck at Cardiff. Joseph Keen,