

REPORT of SURVEY for REPAIRS &C.

FRIDAY 15 JAN 1886

No. in Reg. Book. 175 on the *Iron S.S. Newburn* Date, First Survey *Dec 17 1885* Last Survey *January 2 1886*

TONNAGE:— NET *458* GROSS *705* UNDER DK. *648* Built at *Sunderland* By whom *J. Laing* When *1861* Port belonging to *London* Owner's Address *London*

If Surveyed *Afloat* & in Dry Dock Name of Dock *Lincolns* Destined Voyage *Coasting* Length of Poop *17* ft.: of Forecastle *8* ft.: of Raised Or. Deck *57* ft.: Moulded Depth *17* ft. *8* ins.

Last Survey, No. *18382* Port *New* Classified *S.S. Low No 3-86* *S.S. No 2-84* *4.85* in salt water *ft. ins.* in fresh water *ft. ins.*

REPAIRS, OR EXAMINATION AS PER RULE *Damage, and for S.S. No 3*
In consequence of Damage sustained through Collision in the River Thames, and being subsequently submerged, this vessel has now been placed in Dry Dock and examined.

Damage to Starboard Bow to Bulwarks, Sheerstrake and 8 Strakes below 16 plates taken out and renewed, 6 frames cut to shifts and renewed together with reverse frames in way of same, well connected, 3 Deck beams repaired with part new, stringers in hold and deck beam end stringer plate in way of damage renewed, Bow rail and staunchions also renewed, 13 Shifts of Deck renewed all ceiling taken up, Mud cleared out all fore & aft, iron work scraped cleaned and coated, tanks examined and tested, and Ceiling relaid with part new, — Cabins, Deck House and fore-castle fittings refitted with

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>part new & rest good</i>	Treenails or Rivets	<i>Good</i>	Rudder	<i>part new & rest good</i>	Masts, Yards, &c.	<i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>Examined</i>
Comings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>	Sails	<i>Sufficient</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>part new & rest good</i>	Anchors	<i>No. of 3 B 1 S 2 H</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Watrways	<i>Good</i>	Cables	<i>240 fathoms ranged</i>
Planksheers	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M.	<i>"</i>	Hawsers & Warps	<i>Sufficient</i>
Sheerstrakes	<i>"</i>	Clamps & Shelves	<i>"</i>	(State if on Felt.)	<i>"</i>	Standing & Running Rigging	<i>"</i>
Topsides	<i>"</i>			When put on	<i>"</i>	Hatches	<i>Good</i>
Wales	<i>"</i>						
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

General Observations, Opinion as to Class, &c.: *This vessel is now in good and efficient condition and eligible in my opinion to remain as classed with record of S.S. Low No 3-86 in the Register Book*

Entry Fee (if chargeable) per Scale I., Sec. 27. £ *3* : - -
Office Fee (if chargeable) per Scale II., Sec. 27. £ *3* : - -
Survey Fee (per Section 26) £ *3* : - -
Special Damage Fee (if any) (per Sec. 28) £ *3* : - -
Certificate (if required) to be sent as per margin £ *3* : - -
Travelling Expenses (if chargeable) £ *3* : - -
Second Surveyor's Fee (if any) £ *3* : - -

Committee's Minute *TUESDAY 19 JAN 1886*
Character assigned *S.S. No 3-86*
Robert Edmund Taylor & Son, Commercial Steam Fitters, 19, Old Street, Grevill Road, London.

with part new, - Damage to various deck fittings. Davits & gear repaired and made good, - One life boat new and other two boats repaired, Hatches all renewed, - 35 fathoms of 9 inch Coir Towline, and 4 Warps of 5 1/2 inch Tanned Manilla each 60 fathoms now supplied. Damaged sails made good. New jibs. Damage to Collision Bulkhead repaired with part new.

Iron defects &c. - Fore Bulkhead of Engine and Boiler space repaired with part new plates on each side in way of bunkers, and new stiffening angle bars fitted where found wasted and broken.

Hold beams repaired, Main Rail & Loppallant Bulwain repaired in waist, Main Mast and Mizzen Mast new.

The deck on each side between the Bridge Deck House and side houses from the break to Shifts forward renewed, - and between the Main hatch and Bridge House doubled at middle line, - 3 planks on each side in quarter deck and several in Monkey fore cast deck renewed with pine.

Several cracked frames at various parts repaired with strengthening pieces. Reverse Angle irons added between decks to alternate frames in the fore and after holds, to compensate for those found thin at other frames.

Iron Comings fitted to fore and Main hatchways.

Mizzen rigging renewed and other rigging repaired with part new.

J. W. Miles.

