

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 270 No. 6376 Survey held at London Date, first Survey Nov-1/70 Last Survey April 11 1871
 on the S. S. "Blonde" (Iron) Master
 Tonnage 497 built at London When built 1863
 By whom built Singley Owners E. S. S. Ltd. Co.
 Port belonging to London Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock Globe dry dock
 Last Survey, No. 6376 Port Iron Classified B
 7867-

REPAIRS, &c.

The boilers taken out, engine room, cleared, the ceiling in the holds ^(except in other side) lifted and all found in good order; the inner and outer surfaces of the plating (except where cemented) exposed by either chipping or scraping and the thickness also tested by drilling and no perceptible diminution found in the same; Planksheers & trawways scraped bright. Windlass stripped chains ranged and all other clauses of S.S. No 3 complied with.

About Eight hundred feet of deck renewed with yellow Pine, three hold beams repaired also the

Present Condition of the

Decks	Freemasts	Windlass and Capstan
Waterways	Breasthooks and Stems	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of <u>3x1x2</u>
Topsides	Ceiling	Cables <u>240</u>
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper	Standing & Running Rigging
	Caulking of	
	Bottom, Deck, & Waterways	

Engine Room Skylights new Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways new Hatches new

General Observations and Opinion,

This vessel is eligible in my opinion for the Committee's favourable consideration for GOA and be marked (SS. No 3. 71)

The Amount of Entry Fee.....£ 1 is received by me,

Special.....£ 0

Certificate (if required) : 5

Committee's Minute 2nd May 18 71

Character assigned GOA S. S. No 3 = 71

Mos. W. Wain
 I have examined the 1st Entry Report and the above remarks on this vessel and concur in the opinion that she is fit to be classed GOA - SS No 3/71
 2/5/71

8960 Iron

Pillars renewed or repaired where required, a number of rivets in bottom unbored and the cement made good, comings to hatches renewed with iron 3 ft high by $\frac{1}{16}$, one new garboard plate on port side, Rudder repaired also bulwarks, stantions & houses on Deck.

Application has been made for this vessel to be classed under the New Rules (also the sister ship the May Queen) Length as per Rule 176 ft Depth to top of keel 16.6, Length of frame 28.6 - Frame No 59.1 Plating No 10401, 6.1 Breadths and 11.5 depths to length - The frames are only 18 in apart the Rules allowing 23 in. The frames, reversed frames and floor plates are the size required by Rules - the whole of the outside from keel to sheerstake is $\frac{1}{16}$ thicker than required for G.O.A. the sheerstake $\frac{1}{16}$ thin but the Gunwale angle iron is $5 \times 4 \times \frac{9}{16}$ Rules requiring only $4 \times 3 \times \frac{1}{16}$; the upper deck stringer plate is the right breadth and $\frac{1}{16}$ thicker and the tie plates $\frac{1}{16}$ thicker and 6 inches wider than required; the lower deck stringer plate is $21 \times \frac{9}{16}$ instead of $23 \times \frac{1}{16}$ but is not attached to the shell, stringer and keelson angle irons $4 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$ instead of $4 \times 3 \times \frac{1}{16}$ as required; the plating of the flat of bottom is only single riveted but she has a side intercostal keelson with angle irons $4 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$ between the bilge and the middle line which is not required -

Under the circumstances stated above she is in my opinion worthy of the Committee's favourable consideration for the G.O.A. class

Mrs. W. Wain



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