

note

No. 8024.

note

of Aberdeen.

Continuation of Report No. 8024 dated 29th August 1904 on the

steel S.S. "Spray" is Firby.

and found tight, and Satisfactory. Crew moved from fo'castle (which has now been gutted out, and doors removed) to bridge. Entail-
ing the following alterations, viz. Coaling openings in main deck,
side bridge, plated over, and upper bunks, converted into
accommodation for crew, with wood deck 6"x2½" laid throughout,
well caulked and paid; After Coaling Hatch ^{removed, & opening} ~~in bridge deck~~ ^{R.F.}
plated over; forward Coaling Hatch fitted with a Steel Companion,
leading to Crews quarters, and closed by strong teak door, above
14" Sill; (this on both sides of vessel); Steel Shoots of rectangular form
fitted in bunker hatch, abaft funnel, one each side, leading
through Crews quarters, to lower bunks; also one 20" dia Ventilating
Dr., with Coaming 15" high above bridge deck, fitted each side, with
a ladder in same, providing trimming facilities to bunks;
wood deck of pitch pine 6"x2½" laid full length of bridge, fully
caulked & paid; Existing wheelhouse on bridge deck (steel) now
converted into Chart room, and new wheel house, with pitch pine
trimming, fitted on top, at level of flying bridge; Steering gear
altered, & arranged to suit; midship chains annealed, &
partly renewed, carried in angled shoots, from bridge, to
upper level, with new sheaves & pins as required; new
main windlass (Cammerton & Walker) fitted on fo'castle head;
the rafters of hatchways renewed or repaired, & about one half
of the hatch covers renewed.

Further in order to obtain a reduction of net tonnage, the after
bulkheads of the lower side bunks, have now been moved
in spaces forward, the fore & aft line of bunker casing, on both sides
of vessel in engine room, being left intact. A further reduction of
tonnage has been effected, by the throwing open to the engine room
the tween deck space, at back of engines, on port side, for a length
of five frame spaces, forward of engine room bulkhead. Here the
Rep't. Surveyor required the removal of the casing, from Coaming
Coaming of Eng. Hatch; and the cutting away of the main deck
plating, from edge of stringer plate to within 18" of hatch Coaming,
for a length of three frame spaces. The following compensation
is now being provided, in way of the recess thus formed, viz: the two
deck beams at the extremities of the opening in deck, now doubled, with
3"x2½" angles; main deck stringer plate doubled 2½", and a 2½" doubling
is fitted 18" wide alongside hatch Coaming of main deck; angle bar
3"x2½" fitted on lower edge of aforesaid Coaming, with large bracket
bulkhead at after end; upper edge of Coaming fitted with a 2½"
iron row, and two pillars fitted from Coaming to Coaming, of
main & bridge decks; also a 3¼" pillar below Coaming, to top of double
bottom, at back of engines.

The following repairs due to wear & tear, have also been carried
out

steel S.S. 'Spray' ex 'Girby'
 at, to double bottom in boiler room viz. (Main boiler disconnected and jacked up about 9" to facilitate repairs) cross
 members, and boiler stools removed, double bottom under
 boiler cut out, and renewed with heavier scantlings, as
 follows, viz. Centre girder renewed 14 ft x $\frac{3}{20}$ with top angles
 $4 \times \frac{9}{20}$; bottom connection angles on Starboard Side, removed,
 afterwards replaced; first & second side girders, on each
 side, renewed 14 ft x $\frac{9}{20}$, with top connection angle $3\frac{1}{2} \times 3 \times \frac{9}{20}$,
 the of above properly shifted; the following intercostals
 on, in two divisions, each side of centre line, renewed $\frac{9}{20}$,
 (No 1 = stockhold bulkhead) Nos 4, 5, 6, 8 & 10, together with
 brackets ($\frac{9}{20}$) attached to centre girder, on frames Nos 3, 4 & 9, and
 spring angles ($3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$) to tank top in way of brackets;
 on top plating. Centre Strake renewed 18' x 48' x $\frac{1}{20}$; first
 second Strake, on each side renewed 14 ft x $\frac{1}{20}$; all loose
 rivets in shell in way of above repairs renewed; Cement
 tank renewed, and internal surfaces cement washed,
 rollers on tank top, replaced & riveted, and boiler
 tools refitted; Tank tested and found satisfactory;
 of tank coated with tar & cement, and wood platform
 4" thick, fitted from stool to stool, under boiler, 12 in
 from of tank, for protection of tank top.

A new Stockless bow anchor for special purposes now
 placed on board. Particulars as follow viz:

Yr	Cent	Weight	Test per Cent	Descrip	Makers	Where & when tested	Super
1914	14.1.8	18.10.2.114	(Cast Steel head)	Hartshorne's	Kynoch & Co	Neth ^g 18.8.04	N. Green

Ridley Powell

Vessel to be engaged exclusively in
 carrying ore, coal or wood while without
 CARGO BATTENS.



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