

44 46

YEAR. MONTH.

Reg. Tons as ~~St~~mer, cut on Bm. 754.93 758

(State Name of Dock) /

Character in Register Book.

7.80		
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S.S. Lon No 3-78

The poop & bridge have been connected the scantlings of the new part being the same as in the original construction - alternate frames have been fitted to the bridge & new part of the poop, double knee on to and bolted to the waterway thus being equivalent to the extension of every frame to the poop stringer - In the engine and boiler space several reserve frames were found somewhat wasted in one flange & have now been fitted with new pieces - The floor plates were slightly wasted & have now been strengthened by the introduction of an intercostal keelson $7/16$ plates attached to the shell & fitted between double angle iron $4 \times 4 \times 5/16$ - The bulk plate in centre keelson and bilge keelsons have been partly renewed on account of being wasted - New engine and boiler seating have been fitted in a strong and substantial manner to suit

Present Condition of the

Windlass and Capstan *Kindlen new Bnd*

Pumps

1 sample

Boats

Masts, Yards, &c. 60

Condition, how ascertained *Examination*

Sails 62

20 13 24

Anchors No. of 3/3 / 5 12 R

Cables *Range* *Complete*

Hawsers and Warps

... .. 6

Standing & Running Rigging..... *AW*

Hatches *hd*

tions, Opinion as to Class, &c.

les having been complied with, the repairs & alterations done in a satisfactory manner & the vessel being in good condition is eligible in my opinion to remain as closed & to be marked

L.S. Dun. No. 1 - 81

Geo. V. Cooper

188

to be sent as per margin...

В. III. Плоскості існує S

Committee's Minute

Tuesday, January, 17th. 1882.

Character assigned

100A

+ *Looper Ref 12, 81* *W. S. 8101-81*
+ *Y. P. R. 81* ROBT. EDM. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, 1

ROBT EDMD TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London

DON 107-0257

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Arrangements for new boiler and machinery. The forward bulkhead of engine & boiler space has been shifted aft about 16 feet & has been fitted between double frame with liners to outside corners for two frame spaces in way of this bulkhead. Two plates on main deck stringer on the port side were almost eaten through with corrosion & have now been renewed. Part of the iron deck plating & of the engine & boiler casing & bunkers have now been renewed.

By the shifting of the above mentioned bulkhead the main hold has been made larger & the necessary beams and beam pillars & tie plates have been fitted as in other parts of the vessel.

A new tunnel for shaft has been fitted of 7/16 plates caulked and made watertight and the lower deck stringer where cut for old boiler has been brought up to the width of the stringer required for the vessel where practicable.

A new hatchway 12 ft. square properly framed and constructed has now been fitted to aft hold & all hatches renewed or repaired.

Outside bilge keels. The forward part of the bilge keel plate on both sides has now been renewed.

The Rudder has been unshipped fitted with new pintles, repaired and refitted & the judgements relieved.

New Steam Steering gear (Bosch & McLaughlans patent) has been fitted and a quadrant fitted to the rudder.

Emerson & Walkers patent windlass has now been fitted. The main deck where worn has been renewed & poop deck is now new.

The skin of the vessel inside was in a very dirty condition and Ceilings largely in pieces of scales has now been taken up and a good job made of sealing chipping cleaning and recasting inside and out.

Deck work, brats, brats davits, rigging & outfit generally has received a thorough overhaul & has been repaired & renewed where necessary.

W. T. Cooper



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