

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4935** Survey held at **Glasgow** Date, first Survey **6<sup>th</sup> May** Last Survey **22<sup>nd</sup> July** 18**79**

215 on the **Composite B<sup>r</sup> Janet Ferguson** Master **Parrot**

Official Number **4935**

TONNAGE under Tonnage Deck **545**  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **581**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam **581**  
 Engine Room  
 Reg. Tons as S<sup>t</sup> mer, cut on Bm.

Built at **Glasgow** When built **1864**  
 Owners **W Ross & Co** Port belonging to **Glasgow**  
 Residence **101 St Vincent St. Glasgow**  
 By whom built **Stephen** Destined Voyage **Manilla**  
 If Surveyed Afloat or in Dry Dock **Wilmington Slip and Afloat**

Length of Poop **30** ft. Ditto, Forecastle **26** ft. Ditto, Raised Quarter Deck  
 Last Survey, No. **4414** Port **Glasgow**  
 Classified **HTC 77** Years assigned **14** Character in Register Book **2.77**

REPAIRS, OR EXAMINATION AS PER RULE **for Continuation Sec 45**

The yellow metal sheathing stripped off the bottom, the hold cleared, all the ceiling and sparring removed. The outside planking including plank sheers and waterways scraped and dished bright. A plank removed on each side amidships in the way of the iron sheer stake and in the range of the stake of plating a little below the hold beams. Cement in bottom removed. The Windlass Linings stripped and its ends exposed. The cables ranged. Anchors and the rest of the outfit examined.

Repairs through corrosion.

Six plates of the stake below the hold beams on the starboard side and seven on the port side renewed. Together with the keel plate all the and aft fifty-five iron plates renewed and thirty doubled. All the frames in the bottom renewed, being cut and shifted between top of ledge and hold beams. A few amidships extending to gunwale, and some of the shifts aft being made.

Present Condition of the					
Decks	Part new	Good	Treenails	Bolls	Good
Waterways	"	"	Breasthooks and Stemson	"	"
Comings	"	"	Transoms, Pointers, and Crutches	"	"
Upper Deck Beams & Fastenings	"	"	Timbers of the Frame at the openings	Part new	"
Lower Deck Beams & Fastenings	"	"	Ditto Ditto at other places	"	"
Plank sheers	"	"	Keelsons	Good	"
Sheerstrakes	"	"	Clamps and Shelves	"	"
Topsides	"	"	Ceiling	"	"
Wales	"	"	Rudder	Good	"
Plank (Bottom) and Counter	"	"	Copper	Good	"
Engine Room Skylights	"	"	Caulking of	"	"
Coal Bunker, Openings, Lids, &c.	"	"	Bottom, Deck, & Waterways	Good	"
General Observations, Opinion as to Class, &c.	The attention of the Owners was respectfully directed to the amended Table I for Composite ships particularly as to the planking as far as already removed & below the 3 <sup>rd</sup> depth from the top of the keel which if replaced with teak would have added 4 years to the vessels class in addition to the present claim of 1 year. He added for entire 1/2 m. holding but our suggestion was not entertained. She is now in good and efficient condition eligible to be classed 15 A 1 and continued hereon for 10 years from this date.				

The Amount of Entry Fee ... £ 5 : : : received by me, **W. M. M. M.**  
 Special ... £ 15 : 15 : : : **1879**  
 Certificate (if required) ... £ : : :  
 (Travelling Expenses, if any, £ : : :)

Committee's Minute **15th August, 1879.**  
 Character assigned **Raised to 15 A 1**  
**Cur A 1 for 10 years from 1879**  
**T B W 20th 79**

Surveyor to Lloyd's Register of British and Foreign Shipping.

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made above the hard beam stringer, doubling pieces from three to eight ft long, and of the size of the frames. added to the reverse bars between the hard beam stringer and the bilge. The planking from the middle of the bilge amidships up to the hard-beam stake of plating, taken off including the fore and after hoods of one stake at bilge and one after hood on each side on the hard beam plate and two forehoods on same. A bilge plate brought for the length of nine plates amidships with nine pairs of diagonal plates between these two stakes covering the shifts of the frames. The hull plates for the planking renewed as before where the planking had been taken off; and from top of bilge down to flat of bottom. The hull plates have been cut off, the hulls fitted through the frames next the hulls, and a hull plate fitted on each hull extending up and down between the frames. In the breadth of the stakes above and below the hull, stiffened before fastening with a vertical angle iron riveted inside the hull plate, the hull plate has also fastened through the stake above and below the hull. The hulls of the stakes from the hard beam plate upwards to 3 feet above the height of the yellow metal sheathing. additionally fitted through the hull frames. The side and bilge keelsons and bilge stringers refitted and riveted, the lug pieces for securing the hulls below the bilges renewed. A boarding plate added on each side forward and aft attached with angle irons, between the heels of the frames. & the keel plate the keel, garboard stakes, and the next stake of bottom refitted all fore and aft together with several fore and after hoods below three gunting beams. added and secured with gusset plates to the fore part of the bilge keelson. The whole of the planks except the fore and after hoods from the upper part of the hard beam plate to the lower part of the added bilge plate refitted. 2 planks upon hard beam plate the survey plank a boards and one in buttock, renewed with oak and seven planks of bottom of greenheart oak and rock elm on the starboard side. 2 planks upon hard beam plate and the survey plank of oak one of greenheart and one of rock elm in bottom on port side. More than a third of the main deck and the whole of the flat of the half top renewed. The fore and main chain bolts renewed and also the port dance pipe. The keel caulked all over. Tested with a water hose cemented in bottom including the cementing in of earthen drain pipes through the timbers. The bottom re-sheathed with yellow metal on felt. The close ceiling below bilges and the sparring above refitted.

W. S. Mumford  
James Purdie.  
Saml. Laphorn



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