

REPORT of SURVEY for REPAIRS, &c.

No. 5789

(Received at London Office, 21/8/82)
Resumed 29th May 1877
Last Survey 21 September 1877

No. in Survey held at *Glasgow* Date, first Survey *20th July 76* Last Survey *21 September 1877*
Reg. Book. on the *Iron Armoured Ship "Simla"* Master
TONNAGE under Tonnage Deck *2257* YEAR. MONTH.
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 *2200*
Crew Space, as per Rule
Register Tonnage, cut on Beam *2172*
Engine Room
Reg. Tons as St' mer, cut on Bm.
Built at *Glasgow* When built *1854*
Owners *Alexander &* Port belonging to *Glasgow*
Residence
By whom built *Tod & McGregor* Destined Voyage
If Surveyed Afloat or in Dry Dock
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. Port
REPAIRS, OR EXAMINATION AS PER RULE for Classing *100A*
General Remarks to be clearly stated.

This vessel was proposed by the Owners and Messrs Dobie & Co for classing 100 A Spar decked and submitted by the appended Midship section. The plating more particularly that of A, B, M, N, O and P strakes was last submitted to survey and were not drilled at the thinnest places. Nor were all the plates which were previously objected to removed, but O and P strakes were doubled for about $\frac{2}{3}$ length of ship. Without the thickness and condition of these strakes being previously ascertained, the fore peak was not exposed for survey. The plating of A and B strakes were partly cleared of cement inside, was wasted in surface lands and rivet-heads. Also the lower parts of frames and floor plates and rivet-heads below bulges. The floors have been patched at middle line without a connection to the frames where the floor rivets as well as the frames are wasted. The rivets have forward and aft, are in short lengths. The

Present Condition of the	Decks	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Planksheers	Sheerstrakes	Topsides	Wales	Plates	Plank (Bottom) and Counter	Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo and Main Hatchways	Hatches									
Original parts of Spar deck down	Treenails	Breasthooks and Stemson	Transoms, Pointers, and Crutches	Timbers of the Frame at the openings	Ditto Ditto at other places	Keelsons	Clamps and Shells	Ceiling	Rudder	Copper (or Y.M.)	When put on	Caulking of	Bottom, Deck, & Waterways	Windlass and Capstan	Pumps	Boats	Masts, Yards, &c.	Condition, how ascertained	Sails	Anchors No. of	Cables	Certificates approved per Dec 7	Letter dated 30th August 1877	Hawsers and Warps	Standing & Running Rigging

General Observations, Opinion as to Class, &c. The requirements of the Committee, as per Secretary's letters dated 14th and 16th June and 10th July 1877 and the Surveyors recommendations made from time to time not having been complied with, notice was sent to Owners and repairers that the survey was discontinued and subsequent repairs &c were not afterwards examined. Survey by the Liverpool Registry was contemporary with this which classification was accepted by the Owners.

Amount of Entry Fee ... £ : : received by me, }
Special ... £ 12 : 12 : Not paid
Certificate (if required) } £ : :
to be sent as per margin... }
Selling Expenses, if any, £
Committee's Minute
Character assigned

the condition of the frames and reverse bars elsewhere was not prepared for examination.

The doubling required per Secretary's letter dated 14th June 1871 and referred to in the Midship section has not been supplied to the extent prescribed but is as follows. I strake for $\frac{2}{3}$ the vessels length. O and P strakes for about the same length. Whereas the Committee require O and H strakes doubled for the half length and K L O and P strakes for the whole length of the vessel.

W. S. Munro



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