

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, Rec'd 3rd May 1883.)

No. in Survey held at *Dumbarton* Date, first Survey *March 16th* Last Survey *April 21st* 1883
 Reg. Book. *6091* (No. of Visits) *9* Master *Thomson*
 on the *Iron Barge "Florence"* YEAR. MONTH. *1869 2nd*
 TONNAGE under Tonnage Deck *760* Built at *Grangemouth* When built *1869*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Deck
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *841* Owners *Thomson, Dickie & Co* Port belonging to *Glasgow*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *809* Residence *17 Royal Exchange Square, Glasgow*
 Engine Room By whom built *Adamson & Co* Destined Voyage *Mauritius*
 Reg. Tons as St'mer, cut on Bm. If Surveyed Afloat or in Dry Dock *M^r Millan & Son's Dry Dock*
 Length of Poop *34* ft. Ditto, Forecastle *25* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. Character in Register Book.
 Last Survey, No. *41017* Port *Loon* Classed *A. 1.*
 REPAIRS, OR EXAMINATION AS PER RULE *Repairs and S.S. h^o 3.* *S.S. Calh^o 2-78.* 12-81
 Cause of Repairs to be clearly stated.

This vessel has been placed in Dry Dock, bottom cleaned, and recoated; from light line upwards the outside plating has been chipped and examined. All the close ceiling and sparring in the holds and between decks removed; floors, frames, reverse frames, stringers, Keelsons, beams &c chipped and all oxidation removed; three reverse bars on each side doubled to compensate for bar either being worn or cracked; under the after hatchway the top of middle line Keelson doubled, the top of Keelson being slightly broken by the chipping of cargo; the cement made up where required, but found generally to be adhering well to inside of plates. The ceiling renewed entirely, and floors below washed with cement and all other iron work repainted.

Present Condition of the		Treenails-Rivets		Windlass and Capstan	
Decks	part new good	Breasthooks and Stenson	good	Pumps	good
Waterways	do	Transoms, Pointers, and Crutches	do	Boats	do
Comings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	} do.	Ditto Ditto at other places	do	Condition, how ascertained	Examination
Lower Deck Beams & Fastenings		Keelsons	do	Sails	one new suit
Planksheers	} Plating: - good	Clamps and Shells	do	Anchors	No. of 3B, 15 & 2K
Sheerstrakes		Ceiling	new	Cables	270 fathoms
Topsides		Rudder	do	Hawsers and Warps	good & new
Wales	} Plating	Copper (or Y.M.)	When put on	Standing & Running Rigging	new
Plating (Bottom) and Counter		Caulking of	now done		
Engine Room Skylights	good	Bottom, Deck, & Waterways	good		
Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo and Main Hatchways	good
General Observations, Opinion as to Class, &c.	The requirements of the S.S. h ^o 3.				

Having been fully complied with and the vessel being now in a good and efficient condition she is eligible in our opinion to remain as classed, and the notation S.S. h^o 3-83 be inserted in the Register Book.

The Amount of Entry Fee ... £ 6 : 6 : 0 received by me, *[Signature]*
 Special ... £ 0 : 5 : 0
 Certificate (if required) to be sent as per margin...
 Travelling Expenses, if any, £
 Committee's Minute
 Character assigned *[Signature]*

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

Friday, 4th May, 1883.

6091 gls

repainted. Lining in poops entirely stripped and frames plating &c chipped & examined; two ^{each side} bays under lights found to be oxidized badly, plate doubled whole breadth of strakes and filling up frame space to compensate for thinness of plating under lights. Front of poops renewed in iron on original wood coaming; originally wood front part of which had been stove in by the sea.

Poop deck entirely renewed with yellow pine. 24 planks of upper deck in wake of poops renewed, 14 planks from after hatch to main hatch and 36 planks from main hatch to fore hatch, under house also renewed.

New shoe pieces, in steel, fitted round stem and keel covering hard ends of plates compensate for fore foot being slightly worn. Rudder lifted, pintles rebushed. Windlass unhooked and turned out, repaired and replaced.

Covering board to foremast deck renewed. On starboard side at the bow a doubling fitted to compensate for hole made by fluke of anchor. The side lights between, now closed with plates and a doubling inside. The water ports rehinged.

The whole of the rigging renewed and the following spars renewed:— Main Yard; lower main topsail yard; gaff; fore and main topgallant yards and fore and main royal yards.

Cables ranged, found 15 fathoms of cables wanted now supplied to replace same:—

15 $\frac{3}{4}$ fathoms of 1 $\frac{3}{4}$ stud link, proof strain 55.125 tons, breaking strain not made as this test had been previously made.

H^o of Certificate 409, Date 2nd April 1883, signed by William Fraser Glasgow.

A Bower anchor supplied to replace one lost:— Weight 25" 1" 22 $\frac{1}{2}$ Test 25.3.3.0; H^o of Cert. 145.

and signed by S. G. Lewis, Letherton.

J. Dodd 2 Surgeons.
H. Moore 2



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