

REPORT of SURVEY for REPAIRS, &c.

Survey held at *Glasgow*

Date, first Survey *23 Jan.*

Received at London Office, *MONDAY 11 FEB 1884*

Last Survey *5 Feb.*

18 *84*

on the *Iron S.S. "Maud"*

(No. of Visits) *12*

Master *R. Farth*

YEAR. MONTH.

TONNAGE under Tonnage Deck *1003*

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 *1295*

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St'mer, cut on Bm. *843*

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No. *4341* Port *Tr*

Classed *100A.1.*

REPAIRS, OR EXAMINATION AS PER RULE

Part S.S. No. 3.

S.S. No. 2. '80.

8. '83

Cause of Repairs to be clearly stated.

Society's Freeboard (if assigned) as painted on Ship

State dates of any letters respecting this case

Moulded depth 19' 6"

The bottom plating of the vessel forward found considerably pitted in places and many rivets in the same wasted - nearly all of this plating from the bilge to keel on each side now chipped bare and examined. On the port side 2 plates renewed in D strake, and 2 plates renewed in D strake and 1 in B strake on the starboard side forward - in consequence of pitting and wasted edges. Also 4 doubling plates riveted on C strake (sunk) outside, on the port side and 1 outside doubling plate on C strake on the starboard side; and 2 inside doubling plates fitted between the frames on C strake forward on the starboard side. Several decayed rivets in the bottom plating renewed fore and aft - but principally on the fore side of the middle of the length. The rudder lifted and the pintles bushed, and an additional stop cleat fitted to the upper part of the rudder. A few rivets in the after garboards, keel and stern frame renewed. The

Present Condition of the

Decks *To be caulked at Sharpness*

Rivets

good

Windlass and Capstan

Waterways

Breasthooks and Stems

"

Pumps

Comings

Transoms, Pointers, and Crutches

Boats

Upper Deck Beams & Fastenings

Timbers of the Frame at the openings

Masts, Yards, &c.

Lower Deck Beams & Fastenings

Ditto Ditto at other places

Condition, how ascertained

Planksheers

Keelsons

good

Sails

Sheerstrakes

Clamps and Shelves

Ceiling

Rudder

good

Anchors No. of *3 B. 1 B. 2 H.*

Topsides

Plating good

Copper (or Y.M.)

When put on

Cables *ranged 300 fms.*

Wales

(State if on Felt.)

Cement (if Iron Ship)

good

Hawsers and Warps

Plank (Bottom) and Counter

Caulking of Bottom, Deck, & Waterways

Standing & Running Rigging

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo and Main Hatchways

Hatches

General Observations, Opinion as to Class, &c.

It is respectfully submitted that this report be forwarded to the Surveyor to this Society for the completion of the S.S. No. 3. at Sharpness as proposed by the Owners.

The Amount of Entry Fee ... £ ...

Special ... £ *8 : 8 : 0*

Certificate (if required)

to be sent as per margin... £ ...

received by me,

Paul R. 15/2/84

not paid

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

TUESDAY 12 FEB 1884

Character assigned

Write to Registrar

do 12/2/84 to Registrar



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bottom of the vessel recoated. Two streaks of the main deck removed but the decks not caulked. The fore peak and chain locker cleaned, chipped and recoated with paint. The ~~cross~~ cross bunker chipped from bilge stringer to bilge stringer and recoated - the close ceiling lifted for this purpose now renewed. The inside of the main and after ballast tanks examined - a few rivets connecting the fore and aft girders to the reverse frames and floors in the main tank, and a few found with wasted heads in the after tank bottom - now renewed; also a considerable number of spaces in the after tank where the cement was defective - re-cemented. The ballast tanks tested with water pressure and found satisfactory. The forecabin deck caulked. The sluice valve on the fore peak bulkhead repaired.

The chain cable ranged, 300 fathoms, and chipped where required.

The masts, spars and rigging examined - the main gaff found badly rent and is proposed to be renewed at Sharpness.

The vessel sails for Sharpness direct from here, and the Owners intend to complete the S.S. No. 3, at that place. For the completion of the survey it may be observed the inside of the vessel, with the exceptions named above, has not been cleaned for examination.

The main deck plating forming the bottom of the tween deck coal bunkers is very much wasted and thin and is to be renewed.

All the close ceiling in the holds now lifted but not replaced.

G. Stanley
W. J. Murray



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