

REPORT of SURVEY for REPAIRS, &c.

THURSDAY 13 DEC 1884

No. 6442

No. in Reg. Book.

Survey held at

Glasgow

Date, First Survey

17 Novr.

Last Survey

2nd Decemr 1884

1035 on the Iron S.S. "Strathadder"

(No. of Visits)

Master E. Russell

TONNAGE:—

NET

148

Built at

Paisley

By whom

J. Fullerton & Co.

When 1883

GROSS

338

Owners

J. Hay & Son

Port belonging to

Glasgow

UNDER DECK

277

Owners' Address

Glasgow

(if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock

Name of Dock

Ingles Slipway

Destined Voyage

Coasting

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. Moulded Depth

11 ft.

7 ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No.

8661

Port

Gramp.

Classed

100 A.1.

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship-)

in salt water

1 ft.

3.84 ins.

in fresh water

1 ft.

3 ins.

REPAIRS, OR EXAMINATION AS PER RULE

Damage Repairs.

It is stated that this vessel grounded and strained badly at Havering on the 14th November 1884, and the damage then sustained is described on the accompanying copy of a damage report made at the Owner's request; this damage has now been made good as follows:—

One length of bar keel forward, removed, heated, fairied and replaced; the bottom under No. 1. hatchway, for about 30 feet, fairied by cutting the rivets out of the frames and bottom plating, slipping the frames and then re-riveting the same; 10 new keel pieces to the same frames; 10 whole floors and 7 half floors, 12 reverse frames from bilge to bilge and 2 reverse frames from the middle line to the bilge (port side), and the middle line T iron stringer under the beams between Nos. 1 & 2 hatchways—all renewed, besides several lugs to the centre and bilge keelsons. As compensation for the straining and setting up of the bottom and for the new butts cut in the floors, a double angle iron side keelson, 5 x 3½ x ½, connected to the side wash plates by single angle iron between the reverse frames, has now been fitted on each side for about 84 feet amidships. Three floors amidships and 2 ditto forward found cracked at the middle line, have now been efficiently doubled, also 3 reverse frames at the same floors, doubled across the middle line.

PRESENT CONDITION OF THE

Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	p.l.o. good
Waterways	"	Trussing or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stems	"	Copper, or V.M. When put on (State if on Water)	"	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Cement (if Iron Ship)	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Caulking of Bot'm, D'k, & Wat'rways	"	Anchors No. of	all said
Plank sheers	"	Ditto ditto at other places	"	Windlass & Capstan	"	Cables	in use
Sheerstrakes	"	Keelsons	"	Pumps	"	Hawsers & Warps	complete
Topsides	Plating	Clamps & Shells	"			Standing & Running Rigging	good
Stays	"					Hatches	good
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good

General Observations, Opinion as to Class, &c.:

This vessel is now in good and efficient condition and is eligible in my opinion to remain as classed.

Registration Fee (if chargeable) £ : :
 Section 27, Scale I. or II. £ : :
 28 (per Section 28) £ : :
 Damage Fee (if any) (per Sec. 28) £ 8 : 8 : 0
 Fee (if required) £ : :
 Expenses (if chargeable) £ : :
 Surveyor's Fee (if any) £ : :

received by me, 12/12/1884

G. Stanbury.

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

Stee's Minute

Water assigned

FRIDAY 13 DEC 1884

100 A.1.

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

Lloyd's Register Foundation

GLS150-0055

Several started rivets in the bottom, floors, keelson and beam knees renewed, hold stanchions repaired; the cement in the cargo hold nearly all renewed, the ceiling retaid and fastened; the bottom of the vessel cleaned and recoated, and the minor damage described on the accompanying copy of the report for the Owners all made good.

The following damage stated to have been sustained on the 15th Aug. '84 in coming up the Clyde, through colliding with a lighter and afterwards grounding, and described in the accompanying copy of a damage report made at the Owner's request, has now been made good as follows:— One plate in the main sheer strake on the port bow and one frame extending from the top of the fore peak tank to the fore-castle deck—renewed; two fore-castle frames made good where set in with forged slips; and the double angle iron side stringer repaired with long beam straps.

Also on the 12th November '84, it is stated that the vessel struck against the quay wall at Barrow, and the damage then sustained is described on the third damage report accompanying this report. This damage has been made good as follows:— The port quarter rubbing belting renewed; one plate found indented in way of the same has been faired in place, and a short length of the upper part of one frame in way of the plate renewed—renewed and efficiently strapped at the new bulk in the frame.

The coamings of No. 2. cargo hatchway have now been increased in depth to 34 ins. above the upper deck plating, the additional width of plates being of the same thickness as the original coaming plates and efficiently strapped and riveted to the latter. The two web plate beams for this hatchway have been renewed the whole depth of the coamings, and a bulk plate stay is fitted and riveted to the deck plating and coamings abreast each of the web plate beams on each side of the vessel. The original solid hatches are refitted. The fore-castle deck caulked. The hold stanchion at the after end of No. 1. hatchway now lengthened and fitted with its heel sloped aft against the heel of the next stanchion abaft it, and there riveted to the centre keelson—the head of the same stanchion being riveted in the same place as before. A diagonal round iron stay is also fitted from the middle of the length of the sloping stanchion to the middle line deck stringer; this arrangement being adopted by the Owners to avoid the damage caused in discharging their cargoes. The hold stanchion at the fore end of No. 2. hatchway is fitted in a similar manner. The freeboard assigned now checked and correctly marked.

The freeboard assigned now
G. Strubbing