

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

MONDAY 11 JAN 1886

No. 4241

No. in Reg. Book.

Survey held at

Glasgow

Date, First Survey

17th Sept 1885

Last Survey

24th Dec 1885

(No. of Visits)

Master

Newman

YEAR

MONTH

1318 on the

Iron S.S. "Courland"

TONNAGE:

NET 803

GROSS 1241

UNDER DK. 1221

Built at

Glasgow

Owners

D. Currie

By whom

R. Napier & Sons

When 1872

Port belonging to

Leith

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock

Name of Dock

Goan dry dock

Destined Voyage

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. of Moulded Depth

ft.

ins.

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

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

S.S. No 2-80

100 A.1.

Last Survey, No. 29919 Port Liv

(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 ft. ins. in fresh water ft. ins. of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

S.S. No. 3 and Renewal of Boilers.

The bottom of the vessel examined in dry dock, all close ceiling and the sparring removed, the iron work of the hull chipped or scraped clean both inside and outside the vessel, the covering board scraped bright, the midship water ballast tank filled with water and tested as per rule, the chain cables ranged, the mast spars and equipment generally examined, and all the requirements of the S.S. No. 3, fully complied with.

In the machinery space the cement was removed from under the boilers and from one space under the engines at the middle line, the bottom plating, floors, frames keelsons and riveting examined after being cleaned. Several rivets with wasted heads found under the boilers in the bottom plating, renewed; 9 floors doubled across the middle line, and one rider plate to the middle line keelson renewed, $\frac{3}{4}$ inch thick under the boilers. Thirty intercostal plates to the side keelsons under the boilers and the fore cross bunker doubled, because they were found wasted. Also 2 reverse frames in the boiler space doubled for a short lengths between the side keelsons. The cement afterwards renewed where removed for repairs or for survey. One lower deck beam angle iron in the fore cross bunker part renewed, and a rider plate fitted to the beam under the coal shoots. The upper

PRESENT CONDITION OF THE

Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stomachs	"	Windlass & Capstan	"	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	"	Transoms, Bainters, & Crutches	"	Pumps	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B. 1 B. 2 H.
Plank sheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	ranged - 300 fathoms
Sheerstrakes	"	Keelsons	"	Copper or V.M.	"	Hawsers & Warps	good and
Topsides	Plating	Clamps & Shelves	"	(State if on Bolt.)	"	Standing & Running Rigging	sufficient
Wales	"			When put on	"	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 the requirements of the S.S. No. 3, having been fully complied with, she is eligible in our opinion to remain as classed and to have S.S. No. 3, Glasgow 1885, recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27.

£ 4 0 0

Office Fee (if chargeable) per Scale II., Sec. 27.

£

Survey Fee (per Section 28)

£ 6 6 0

Special Damage Fee (if any, per Sec. 28)

£

*Certificate (if required) to be sent as per margin

£ 5 5 0

Travelling Expenses (if chargeable)

£

Second Surveyor's Fee (if any)

£

received by me

8/11 1885

G. Stanbury

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

Committee's Minute

TUESDAY 12 JAN 1886

Character assigned

+ JVB PT

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

Lloyd's Register Foundation

GL151-0272 (14)

deck renewed between the fore and after hatchways with yellow pine, 4 inches thick. The port coaming plate to the boiler opening in the upper deck renewed, and the trunk casing to the machinery space between decks repaired. The square cargo ports on each side of the vessel (4 in all) permanently closed and riveted. The main mast renewed of steel plates as per approved list herewith, dated 29th Oct. '85. VI. and the steel used was tested at the manufacturers as required by the Committee's Circulars. The greater part of the ceiling in the hold is now new, of pitch pine, and the iron work of the hull recoated. The rudder pintles lashed with brass and lignum vitae, and the upper plates of the rudder renewed.

G. Stanley
H. S. Mumford



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