

tank in after hold, has been sealed throughout, coated with cement wash, tested, and found good.

The following repairs have now been done — In double bottom tank, the lower angles on the two outer girders on each side have been renewed, and the lower angle on the inner girder on each side has been partly renewed, new lug pieces have been fitted & riveted to the floors to take the riveting of these new angles, & to compensate for the reverse bars being wasted at the girder rivet holes, four wasted shell rivets in tank renewed, and the cement repaired. Cement on tank top in tunnel repaired. The reverse bars on three floors under boiler, and one in stowhole doubled from bilge to bilge, and two intercostal plates to side keelson on starboard side under boiler doubled. The angle irons on main deck beam in cross bunker partly renewed, and rider plate fitted on top of them. A few wasted rivets in shell plating have been renewed. The cement renewed where necessary and the ceiling and spanning repaired throughout vessel. A patch fitted on boiler hatch coaming on starboard side above upper deck, where plate was found wasted at steam pipe. The wood fore mast found defective has been taken out and renewed by a steel mast, the fore rigging renewed of galvanised iron wire, and foremast renewed.

To complete the S. S. No. 3. the lower side bumpers in boiler room have to be sealed & examined.

Wm. J. Dodd
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The vessel in leaving the Clyde for Cardiff, after the above repairs were completed, having collided with a Dredger and a hopper in the River Clyde off Whiteinch, she was again placed in Dry Dock and the repairs recommended in the Report of Damage dated 20th March 1887, a copy of which is attached hereto, have all been satisfactorily completed.

J. J. Dodd



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