

REPORT of SURVEY for REPAIRS, &c.

No. 8342

Port of Glasgow

Received in London Office,

FRIDAY 10 FEB 1888

No. in Reg. Book.

Survey held at

Tiron

Date, First Survey

(No. of Visits)

Last Survey

28 January 1888

1223 on the

Iron S.S. "Corra Linn"

Master

Clements 87-87

TONNAGE:-

NET 527

GROSS 833

UNDER DECK 708

Built at Belfast

By whom

Horkman, Clark & Co

When

1884 4

Owners

J. & A. Wyllie

Port belonging to

Glasgow

Owner's Address

Tiron

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

If Surveyed Afloat or in Dry Dock

Dry Dock

Name of Dock

Tiron

Destined Voyage

Bayonne

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: 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

100 A. 1.

Last Survey, No.

9298

Port

Glasgow

State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard

Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials

of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. S. W. 1 & Repairs

in Summer

1 ft.

7 1/2 ins.

in Winter

1 ft.

9 ins.

in Fresh

3 ft.

4 1/2 ins.

The vessel has been placed in Dry Dock, bottom examined and several indentations found on both sides of ship under bottom, necessitating on port side Nos 2 & 3 plates forward in "B" strake and Nos 3 & 4 plates in "C" strake being taken off, three of which plates were renewed and one (No 4 in "C" strake) replaced after being rerolled. No 2 & 3 in "A" strake being partly unriveted and faired in place. On starboard side No 1 in "C" strake renewed, one plate on starboard bilge in "E" strake, abreast Coal Bunker, taken off, faired and replaced, and one in "D" strake faired in place. Also, under engines, one plate in "B" strake and one in "C" strake taken off & renewed. All these plates renewed in steel the same thickness as the iron plates taken off, and the steel tested at the manufacturers works as usual. In plates taken off on port side, the following were found cracked:- Nos 1, 2, 3, 6 & 7.

PRESENT CONDITION OF THE

Boats good
Masts, Yards, &c. good
Condition, how ascertained
Sails good, part new
Anchors No. of 2 B, 1 S & 2 K
Cables said to be complete
Hawsers & Warps good, suff.
Standing & Running Rigging good

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These were cut back, renewed or doubled efficiently. And the 9th floor was doubled on each side for 3 ft. 6 in in length. The Rudder lifted and the lower pintle broken, and the Rudder made a little larger by two plates being riveted on the back.

The inside of tank in after hold examined, cement where found wasted renewed, the whole of the ceiling lifted off top of tank and top cleaned, tank tested under water pressure & found satisfactory. The fore & after peaks examined, found in good condition and tested with water & found satisfactory.

Under engines & boilers cleaned, floors, beams &c repainted, and bunkers cleared of coal, scraped and repainted.

In fore hold timbers and ceiling lifted as required and found in good condition.

A Bower Anchor of 18 cwt found wanting. Owners ordered a new anchor, the Certificate of which I examined, - Marko 23096-19 I; Date 4th Feb^y 1888; Weight 18.0.20; test 19.4.1.14 and tested by D. S. Lewis, of Wetherston.

But this anchor was not seen by me, as it did not arrive in time and the vessel has left this port for Bilbao, via Bayonne, without the anchor being on board. I believe the vessel will return here in about three weeks. See letters from Owners dated the 7th Feb^y 1888 & 8th Feb^y 1888.

Otherwise the special Survey &c, has been completed, as required by the Rules.

With reference to the Secretary's letter dated 28th April 1887, to the Owners of this vessel respecting the freeboard, I beg leave to report that in accordance with that letter an efficient gang-way has been fitted to facilitate the men getting to and from their berths in bad weather and another water port has been cut ^{on each side}, substantially increasing the freeing port area in well as directed, and the approved freeboards have been marked on the ship's side viz:- In summer 1" 7½ and in winter 1" 9". The fresh water mark being 3" above. The north Atlantic freeboard approved being 2" 3".

The Owners now desire to have a Certificate of the freeboard, as now marked, and as assigned by the Committee.

J. J. Dodd.

Lloyd's Register
Foundation