

# 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

Trom

Date, First Survey

28<sup>th</sup> January Last Survey 7<sup>th</sup> February 1888

(No. of Visits)

Master

Clements 87-87

1223 on the

Iron S.S. "Corra Linn"

TONNAGE:—

NET 527

GROSS 833

UNDER DK. 708

Built at Belfast

By whom

Warkman, Clark & Co. When 1884 4<sup>th</sup>

Owners J. & A. Myllie

Port belonging to Glasgow

Owner's Address Trom

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

If Surveyed Afloat or in Dry Dock

Dry Dock Name of Dock Trom

Destined Voyage Bayona

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 Wark

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 date and Initials of any letters respecting this case.

in Summer 1 ft. 7 1/2 ins.  
in Winter 1 ft. 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. S. W. 1 & Repairs

in Fresh 1 ft 4 1/2 ins  
in Summer

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. Nos 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

Decks	good	Frame (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	"	Seacails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	examined
Upper Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	good, part new
Lower Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of <u>2 B, 1 S &amp; 2 K</u>
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	said to be complete
Sheerstrakes	Plating	Keelsons	"	Copper, or Y.M.	✓	Hawsers & Warps	good, suff.
Oppsides	"	Clamps & Shelves	"	(State if on Felt.)	✓	Standing & Running Rigging	good
Wales	"			When put on	✓		

Engine Room Skylights " Coal Bunker, Openings, Lids, &c. " Scuppers good Cargo & Main Hatchways good Hatches "

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in a good & efficient condition and eligible, in my opinion, to remain as classed viz 100 A But with regard to the figure I submit my remarks, made in body of Report, respecting one of the lower anchors & the Owner's letter, attached herewith for the consideration of the Committee.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		
Office Fee (if chargeable) per Scale II., Sec. 27...	£		
Survey Fee (per Section 28) .....	£	5	5
Special on Damage, Fee (if any) (per Sec. 28) .....	£		
*Certificate (if required) to be sent as per margin	£		
Travelling Expenses (if chargeable) .....	£	2	2
Second Surveyor's Fee (if any) .....	£		

Fees at the received by me, 15/3 1888

Record Freeboard 16/2/88 B.M.  
J. Dodd  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUESDAY 14 FEB 1888 FRIDAY 16 MARCH 1888

Character assigned up to the General

Deferred by Lloyd's Register 16/2/88 B.M.

These were cut back, renewed or doubled efficiently. And the 9<sup>th</sup> 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, bearings &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 4<sup>th</sup> Feb<sup>y</sup> 1888; Weight 18-0-20; test 19-4-1-14 and tested by D. G. Lewis, of Newborton. 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 7<sup>th</sup> Feb<sup>y</sup> 1888 & 8<sup>th</sup> Feb<sup>y</sup> 1888.

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

With reference to the Secretary's letter dated 28<sup>th</sup> 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, <sup>on each side</sup> 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