

# REPORT of SURVEY for REPAIRS, &c.

No. *9663* Date of Writing Report *18* Port of *Glasgow*  
 No. in Reg. Book *502* Survey held at *Glasgow* Date, First Survey *20 Dec 1889* Last Survey *18 Feb 1890*  
 on the *Iron B<sup>th</sup> "Altair"* Master *James*

TONNAGE:—  
 NET *400* Built at *Sunderland* By whom *Stiff & Son* When *1867*  
 GROSS *430* Owners *J. C. Guthrie* Port belonging to *Glasgow*  
 UNDER DK. *399* Owners' Address *(if not already recorded in Appendix to Register Book.)*  
 If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Foran* Destined Voyage *Freemantle*  
 Length of Poop *7* ft.: of Forecastle *7* ft.: of Raised Or. Deck *7* ft.: Moulded Depth *7* ft. ins.

Last Survey, No. *764* Port *ARG* Classified *S. 5. 5. 3-11-80*  
*S. 5. 5. 3-11-80* Character in Register Book *A1*  
 (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) in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 3.*  
*Now done: The vessel placed in dry dock, the hold & Peak cleared, all close ceiling removed also the sparring and the plating outside and cleared cement - inside also the floors, frames, reverse frames, keelsons & stringers beams, and bulkhead &c chipped & scraped: Holes drilled at three vertical lines in each strake, viz: - forward, amidships & aft also one in each plate in the three upper strakes at ends on both sides the thickness being as shown on sketch below expressed in  $\frac{1}{16}$  ins.*

Sheer Strake	Plating	Plating	Plating	Plating	Plating
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
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67	68	69	70	71	72
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157	158	159	160	161	162
163	164	165	166	167	168
169	170	171	172	173	174
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217	218	219	220	221	222
223	224	225	226	227	228
229	230	231	232	233	234
235	236	237	238	239	240
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247	248	249	250	251	252
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271	272	273	274	275	276
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565	566	567	568	569	570
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847	848	849	850	851	852
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865	866	867	868	869	870
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955	956	957	958	959	960
961	962	963	964	965	966
967	968	969	970	971	972
973	974	975	976	977	978
979	980	981	982	983	984
985	986	987	988	989	990
991	992	993	994	995	996
997	998	999	1000	1001	1002

General Observations, Opinion as to Class, Recommendation, &c.:  
*This vessel having been submitted to the rule requirements & been put into good condition she is in our opinion eligible to remain as classed & to have record of S.O. No 3-2-90*  
 Entry Fee (if chargeable) per Scale I., Sec. 27... £ *2*  
 Office Fee (if chargeable) per Scale II., Sec. 27... £ *5*  
 Survey Fee (per Section 28) £ *10*  
 Special on Damage, Fee (if any) (per Sec. 28) £  
 \*Certificate (if required) to be sent as per margin £  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £ *10*  
 Fees applied for, *18/2/1890*  
 Received by me, *22/2/1890*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 Committee's Minute *FRIDAY 28 FEB 1890*  
 Character assigned *A1*  
*S.O. No 3-2, 90*



Glasgow

Continuation of Report No. 9663 dated 18<sup>th</sup> Feb<sup>y</sup> 1890 on the

Iron B<sup>th</sup> "Altair".

The broken reverse frames on floors repaired by means of building pieces. Cement-removed at several places where worn thin & where removed for drilling shell plating. All clove caulking renewed of  $2\frac{1}{2}$  pitch pine & a large portion of the sparings of  $\frac{1}{2}$  white pine.

Three lower deck beams angles partly renewed.

Deck hatch rests fitted on Coaming & hatch covers repaired.

The Rudder fitted a new clasp band fitted under counter, a band fitted around heel of rudder & the other parts looked over.

The chain cables ranged, there having been altogether 255 fathoms on board, 30 fms. of which being untested cable has been put on shore. The remaining 225 fms. being been shipped was found to be in good condition.

A lower anchor previously supplied to the vessel now tested as req<sup>d</sup> particulars as follow:

Cert no	Weight	Test
1795	18.50.10	19.2.0.21
	4.0.1	

Reg<sup>d</sup> weight  
13.2.0

Tested by E. Seddhouse, Glasgow.

A new boat put on board.

New fore top & top gallant masts fitted. The bowsprit stays & a large portion of the running rigging renewed. The main topmast is slightly cut by parrel but in my opinion is yet of sufficient strength. Three spare spars put on board.

The vessel repaired inside & outside.

J. D. A. A.