

REPORT of SURVEY for REPAIRS, &c.

No. 10221 Date of Writing Report 18th October 1890 Port of Glasgow Received in London Office, TUES 21 OCT 1890
 No. in Reg. Book 485 Survey held at Glasgow Date, First Survey 6th Aug. 34 Last Survey 16th Oct. 1890
 on the Iron S.S. "Caribbee" ex "Merionethshire" Master A. Fraser 76-90.

TONNAGE:— NET 1247 GROSS 1944 UNDER DK. 1817
 Built at Glasgow By whom Lou. & Glas. Co. When 1878
 Owners Quebec S.S. Co. Port belonging to London
 Owners' Address Quebec
 If Surveyed Afloat or in Dry Dock Both Name of Dock Govan Dry & Queen's Destined Voyage New York
 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.)
 Last Survey, No. Port Classed S.S. Lon. No 2-87
 Character in Register Book. 100 A1 10.89

(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 Summer ✓ ft. ins. }
 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. M. Scrymgeour 28/7/90. } in Winter ✓ ft. ins. }

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3, and Alterations.

Vessel placed in dry dock—bottom cleaned and examined. Sixty-five rivets renewed in shell-plating—fifty-eight being under Boilers; landing edges of three shell plates chipped and recaulked; new lug fitted on rudder for securing chains and bottom repainted. Chain cables ranged and examined—270 fms. in good condition. All the close-ceiling in holds, bunkers and peaks removed, and all oxidation beaten off floors, frames, reverse frames, keelsons, inside of shell plating, bulkheads and other iron-work in Fore, Main, and After holds, Fore and After Peaks, Fore and after Crossbunkers, and under Engines and Boilers—these parts examined, found satisfactory and recoated with cement wash or red oxide paint as required.

Alterations & Repairs.—Main deck lowered and strake next sheer strake doubled as shown on sketch. Double butt straps used at fore and after ends of Main deck plating where tapered. Eighteen new intercostal angles fitted—attaching stringer to shell plating, and twelve inch side lights as shown. Trunk casing fitted between Main and Upper decks in No. 4 hatchway and size of hatchway

PRESENT CONDITION OF THE		Plating	Good	Ceiling	Good	Boats	Good
Decks	Good	Plank (Bottom) & Counter	Good	Rudder	Good	Masts, Yards, &c.	Good
Waterways	"	Treenails or Rivets	"	Windlass & Capstan	"	Condition, how ascertained	By exam. Good
Comings	"	Breasthooks & Stems	"	Pumps	"	Sails	Good
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Cement (if Iron Ship)	"	Anchors No. of	3 B. 18. 2 K.
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Caulk'g of Bot'm, D'k, & Wat'rways	"	Cables	270 fms. good
Planksheers	"	Ditto ditto at other places	"	Copper, or Y.M. (State if on Felt.)	✓	Hawsers & Warps	"
Sheerstrakes	"	Keelsons	"	When put on	✓	Standing & Running Rigging	"
Topsides	"	Clamps & Shelves	"			Hatches	"
Wales	"						
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in a good and efficient condition eligible, in our opinion, to remain as classed and to have record of survey G.L.S. No 3-10.90.

[The owners declined having this vessel measured for Freeboard]

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 4 : -	Fees applied for,	14/10/18 90
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - : -	Received by me,	14/10/18 90
Survey Fee (per Section 28)	£ 8 : 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		

Committee's Minute FRI 24 OCT 1890
 Character assigned 100 A1
 LUB 10/90
 SS No 3-10/90
 R. Elliott, Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register of Shipping
 CILS 161-0050 (1/2)

hatchway reduced from 12ft. x 10ft. to 8ft. x 10ft. New Iron Deck House 30ft x 16ft. fitted, enclosing Companion to New Saloon, having coamings 16" x 8/16" and casing 6/16" and stiffened with angles 3" x 3" x 9/16", thirty inches apart, and four brackets each side at heel. Twenty-three floors under Boilers and in cross-bunkers doubled at middle line with pieces 3ft. 6ins x 9/16" steel - the floors being slightly wasted in way of watercourses. Double reverses to seven floors renewed from middle line to bilges each side, under Boilers, and covering plates at butts fitted. Keelson angles at middle line - lower angles for a length of twenty-four feet renewed each side in Boiler space. Side keelsons - thirty-seven feet of angle-iron renewed on each side. New rider plate to M.L. keelson 13" x 1 1/8" fitted for length of twenty-one feet in Boiler space. Boiler bearers - one centre fore and aft bearer under each Boiler renewed for length of twenty-one feet, and three thwartship bearers each side renewed. Bunker plating repaired with sixteen new plates, and one reverse frame doubled for a length of six feet between Upper and Main decks in Port bunker; six covering plates fitted to beams in Cross bunkers. Floor plates, all fore and aft, coated with a thick body of cement their full height, and lead pipes fitted in all watercourses. Ceiling - all ceiling in No. 3 hold and in Bunkers, about one-half in No. 2 hold, and one-third in No. 1 renewed ^{of 2 1/2" P.P.} and remainder replaced. Fore Peak tank tested, as required by Rules, and found satisfactory; centre keelson in this tank repaired with rider plate about four feet in length. In After Peak tank the filling pipe from sea was removed and bulkhead fitted with blind flange, as this tank is not required in future for water ballast. Hatches were repaired where necessary. Masts, Spars and Rigging examined - new fore lower yard of pitch pine and fore stay supplied and rattlings renewed. Donkey Boiler casing renewed.

Electric Lighting Installation as now fitted. - The Dynamo is of the "Woodside" type, capable of developing a current of 100 amperes, with an E. M. F. of 65 volts. The conductors are on the "single wire" system, unless in way of the Bridge House and near the compasses, where the "double wire" system is used; and they do not extend forward of the Bridge House. The wires led through the Bunkers are encased in a wood casing which is secured with screws, and in the Engine room, Stokehold and Tunnel the wires are protected with iron-wire sheathing. The conductors consist of 9 wires of No. 16 B. W. G., are of the "Silvertown A class" and are covered with cotton, pure rubber, cotton, oxyerite and braided tape in the order mentioned. There is a Main switch-board in the Dynamo room, the switches being all backed with slate and fitted with pure lead wire fuses; and the Saloon is divided into four sections, with a switch and fuse for each section. There is also a switch and fuse for each of the ninety incandescent lamps employed in the installation. No connections are fitted for working at hatches, or for mast-head or side-lights.

The vessels amended tonnages are as follows. -

U. D 1816.55	P. P 622.13
Ice. Wings 32.60	C. S. 47.78
Houses 95.02	Act '89 27.37
Gross. 1944.17	Reg. Ton 1246.89.



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Lloyd's Register
Foundation

CUS 161-0050(2/2)