

REPORT of SURVEY for REPAIRS, &c.

No. *10840* Date of Writing Report *11th August 1891* Port of *Glasgow* Received in London Office, *THURS. 13 AUG 1891*
 No. in Survey held at *Glasgow* Date, First Survey *and* Last Survey *10th August 1891*
 Reg. Book. *57* on the *Iron S. S. James Watt* Master *A. Sommer*

TONNAGE:— NET *999* Built at *Port Glasgow* By whom *R. Duncan & Co.* When *1881* MONTH *2*
 GROSS *16 03* Owners *Leitch & Muir* Port belonging to *Greenock*
 UNDER DK. *1470* Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry dock* Name of Dock *Hendersons* Destined Voyage *W.C. of America*

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.)

Last Survey, No. *9866* Port *Gls* Classified *S.S. Sng. 712-88* *100A1*
 (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 *Annual survey.* *B. 85, 91*

Vessel placed in dry dock - bottom cleaned, examined & repainted. Rudder pintles rebushed and one rose to donkey suction renewed on ship's side.

Sea connections, propeller and propeller fastenings examined and found in good order.

PRESENT CONDITION OF THE							
Decks	<i>Good</i>	<i>Plating</i> Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>
Waterways	"	Transoms or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<i>Iron deck</i>
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<i>Good</i>
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors No. of	<i>3B. 1S. 2K.</i>
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	<i>part seen - good</i>
Sheerstrakes	"	Keelsons	"	Copper, or Y.M.	✓	Hawsers & Warps	"
Topsides	"		"	(State if on Felt.)		Standing & Running Rigging	"
Wales	"	Clamps & Shelves	✓	When put on	✓	Hatches	"
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is in a good and efficient condition, eligible, in my opinion, to remain as classed with record of survey Gls. 8. 91 entered in Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	:	:
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)	£	:	:

Fees applied for, 18
 Received by me, 18

R. Elliott.
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned *✓* *100A1*

10871 92

Order for Special Survey No. 2348

Date 10th Dec. 1889

Order for Ordinary Survey No. 1

Date

No. 329 in builder's yard

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened and before the decks were laid

4th. When the ship was complete, and before the plating was finally coated or cemented

5th. After the ship was launched and equipped

1890: - Feb. 11, 14, 19, 21, 25, 28. Mar. 5, 8, 12, 17, 21, 25, 28. Apr.

14, 9, 15, 18, 23, 29. May 7, 9, 13, 16, 20, 23, 27, 30. June 4, 11, 17, 20, 24.

27. July 4, 9, 15, 31. Aug. 4, 5, 8, 12, 15, 19, 26, 29. Sept. 4, 10, 14, 19, 23, 29.

Oct. 3, 7, 9, 15, 22, 24, 28, 31. Nov. 4, 7, 8, 12, 14, 19, 22, 26, 28. Dec. 2, 9, 12, 14, 22.

29. 31. 1891: - Jan. 20, 23, 27. Feb. 6, 19, 23, 27. Mar. 3, 13, 30. April

Total No. of Visits 91

State dates and initials of letters respecting this case 1889: - 28th Jan., 7th & 31st Dec. 1890: - 29th & 31st May. M. 13th Sept. 1890.

General Remarks (State quality of workmanship, &c.)

The workmanship throughout is of the best quality. This vessel is built of steel in accordance with tracings of midship section and profile forwarded to London on the 1st August 1891, the accompanying tracings (9 in. 6 in.) the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

This vessel is fitted throughout with the Electric Light, a report on which will be forwarded later on.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42 ft., R.Q D. or Break ft., Bridge Dk. ft., F'castle 55 ft. (in feet and tenths) where the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 3 Decks (2 Steel w.s.), 3 tiers of Beams.

Official No. 98661; Signal Letters

PARTICULARS OF WATER BALLAST.

Double bottom, aft, length and water capacity in tons Double bottom, forward, length and water capacity in tons

Double bottom, under engines and boilers, length and water capacity in tons If under engine only, or boilers only, state which

Double bottom, constructed on the cellular system, length 271 ft. and water capacity in tons 626

Fore peak tank, water capacity in tons After peak tank, water capacity in tons

Midship deep tank, length and water capacity in tons Other tanks, if fitted, length and water capacity in tons

The above have all been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside By cement and paint. Outside By paint.

FREEBOARD assigned by the Committee, as per Secretary's

Letter dated 4th & 7th Aug. 1891

In Summer 7 7/8 ins.

In Winter 8 ft. 1 ins.

For Winter in North Atlantic 8 ft. 7 ins.

Fresh Water above the centre of disc 6 ins.

To top of Wood, Iron or Steel Upper Deck

Statutory deck line.

The amount of Entry Fee £ 5: : : is received by me,

Special £ 120: : : 6 9/8 1891

Certificate £ : : :

Travelling Expenses, if any £ : : :

I am of opinion this Vessel should be Classed

100 A.1. Steel

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

L. A. 16 P.

+ L. M. 6. 991

14th August '91

100 A.1. Steel

3 Dks (2 Stl. w.s.)

W. W.

It is submitted that this vessel appears eligible to be Classed 100 A.1. Steel as recommended 3 Dks (2 Stl. - M.S.) Call D.B. (particulars above)



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Lloyd's Register

GLS162-0362(2/1)