

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 2
 GROSS 1603 Owners Leitch & Muir. Port belonging to Greenock
 UNDER DE. 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) in Summer _____ ft. _____ ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) 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 row to donkey suction renewed on
ship's side.
Sea connections, propeller and propeller fastenings examined
and found in good order.

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

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...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	18
Special on Damage, Fee (if any) (per Sec. 28)....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18
Second Surveyor's Fee (if any)	£	:	:	
	£	14		

Received by me,
R. Elliott.
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned 100A1



GLS162-0362 (17) ste

State if a Report is also sent on the Machinery of the Ship or if not whether, and when, one will be sent.

Insert Character precisely as in Register Book.

10871 90

Order for Special Survey No. 2348
 Date 10th Oct. 1889
 Order for Ordinary Survey No. ✓
 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) 1890: - Feb. 11, 14, 19, 21, 25, 28. Mar. 5, 8, 12, 17, 21, 25, 28. Apr.
 2nd. On the plating during the process of riveting 1890: - May 9, 15, 18, 23, 29. June 7, 9, 13, 16, 20, 23, 27, 30. June 11, 17, 20, 26.
 3rd. When the beams were in and fastened and before the decks were laid 1890: - July 4, 9, 15, 31. Aug. 4, 5, 8, 12, 15, 19, 26, 29. Sept. 4, 10, 14, 19, 23, 29.
 4th. When the ship was complete, and before the plating was finally coated or cemented 1890: - Oct. 27, 9, 15, 22, 24, 28, 31. Nov. 4, 7, 8, 12, 14, 19, 22, 24, 28. Dec. 2, 9, 12, 14, 22.
 5th. After the ship was launched and equipped 1891: - Jan. 20, 23, 27. Feb. 6, 19, 23, 27. Mar. 3, 13, 30. April 14. August 6, 7, 10.

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. by 12 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 Letters dated 4th & 7th Aug. 1891

In Summer	<u>7</u> ft. <u>7 1/2</u> ins.
In Winter	<u>7</u> ft. <u>1</u> ins.
For Winter in North Atlantic	<u>8</u> ft. <u>7</u> ins.
Fresh Water abode the centre of disc	<u>6</u> ins.

To top of Wood, Iron or Steel Upper Decks
Statutory deck line.

The amount of Entry Fee£ 5 : : : is received by me, [Signature]
 Special.....£ 120 : : : 8/8 1891
 Certificate* £ : : :
 Travelling Expenses, if any £ : : :
 I am of opinion this Vessel should be Classed 100 A.1. Steel
 * Certificate to be sent to Glasgow
J. Thomson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute 14th August '91
 Character assigned 100 A.1. Steel
L. A. H. P.
+ L. M. B. 9/91 3 Dks (2 Stl. w.s.)
[Signature]
 It is submitted that this vessel appears eligible to be Classed 100 A.1. Steel as recommended 3 Dks (2 Stl. - M.S.)
Cell D.B. (particulars above)



The Surveyors are requested not to write on or below the Committee's Minute