

REPORT of SURVEY for REPAIRS, &c.

No. 11016

Date of writing Report 13th Oct. 91 When handed in at Local Office 18

Port of Glasgow 18 OCT 91

No. in Reg. Book. 490 Survey held at Glasgow on the Iron Bk. "Nor'wester"

Date, First Survey 7th August 32 Last Survey 14th October 1891

(No. of Visits) 32 Master H. Goulden 87-87 YEAR. 1864 MONTH. 9

TONNAGE:-
GROSS 567
UNDER DECK 500
NET 547

Built at Port Glasgow By whom J. Hill & Co
Owners J. & A. Roxburgh
Owners' Address Already recorded

Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Kelvinhaugh

Destined Voyage Mauritius

WB=DBa tons; FPT tons; uE&B tons; CellDB tons; APT tons; MT tons;

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned expired. Machinery and Boiler Surveys (including date of N.B., if any).

7.89 S.S. Div. N°3-479 S.S. Gl. N°2-87

Society's Freeboard (if assigned) as painted on Ship and now verified 3 ft. 1 ins.

Last Survey, No. 298 Port Gls

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and detail the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. N°3.

Vessel placed on slipway - bottom cleaned, examined and repainted. The whole of the close-ceiling removed from hold, and the floors, frames, reverses, keelsons, stringers, bulkheads and inside of shell plating scaled, examined and recoated with cement or paint as required. Lining removed in way of all side-lights and shell plating examined under same. Holes drilled in three sections each side, and thicknesses of shell plating ascertained. Masts, spars and rigging examined - the mast and bowsprit wedging being removed. Chain cables ranged and examined. Fore and after peaks cleared and examined. Windlass unhung, & wood linings stripped and examined. Seventeen plates on starboard side and sixteen on port side in 1st shake below sheerstrake renewed, also four plates each side, forward, in 2nd shake below sheerstrake renewed. Three reverse frames renewed and eleven partly renewed or doubled amidships also three forward and four aft partly renewed.

SUMMARY OF DAMAGE REPAIRS: 2 Plates, Faird or Repaired; 18 Reverse Frames, ditto. 42 Plates, Renewed; 3 Reverse Frames, ditto. Other Repairs. Propst new, Fore mast, top mast new.

PRESENT CONDITION OF THE

Good	Good	Good	Good
Waterways	Transoms, Pointers, & Crutches	Copper, or Y.M. (State if on felt.)	Hatches
Coamings	Timbers of Frame at the openings	When put on, Month Year	Boats
Up'r Dk. Beams & Fastenings	Ditto ditto at other places	Rudder In good order	Masts, Yards, &c.
Low'r Dk. Beams & Fastenings	Keelsons	Windlass & Capstan do	Condition, how ascertained By exam.
Decking	Clamps, Shells & Stringers	Pumps	Sails
Planking	Salting	Engine Room Skylights	Anchors No. of 3 B. 15. 2 K.
Trunnels or Rivets	Ceiling	Coal Bunker, Open'gs, Lids, &c.	Cables, length 240 fms. size
Fastenings & Stemson	Cement or Asphalt. Cement	Scuppers Good	(State if now ranged now ranged)
	Tanks (State which.)	Cargo & Main H'tch'ys	Hawsers & Warps
	Caulking of Bot'm, D'k, & Wat'r'ys		Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in a good and efficient condition, eligible, in our opinion, to remain as classed with fresh record of survey Gls. 10.91 and to notation of S.S. Gl. N°3-10.91 & s.r.p. 91.

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, 15/10 1891
Survey Fee (per Section 25) £ 5 : 10 :
Special Damage or Repair Fee (if any) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ 0 : 10 : 0
Received by me, 15/10 1891

*Is Certificate now required?
Committee's Minute
Character assigned

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

Lloyd's Register Foundation

SS N°3-10/91 S.r.p. 91

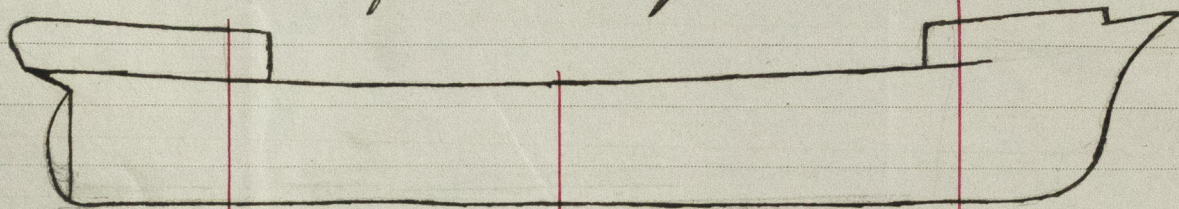
GLS163-0143 (1/2)

24 Mdr name

Iron Bk. "Nor' Wester."



Keelson angles $4 \times 4 \times \frac{3}{16}$ fitted each side of M.L. keelson ^{on wing} from Collision bulkhead to Mizzen mast. Several pieces fitted over butts of reverse frames and fourteen feet of bilge keelson, on starboard side, renewed immediately abaft the Collision bulkhead. Lower deck stringer angle insides reverses aft strengthened by means of bosom pieces 2 ft. long. Two new plates and two doubling plates fitted at foot of Main mast, and two new doubling plates to foot of fore mast, also flat plates to step of both Fore and main masts renewed. Rider plate fitted on lower deck beam at Fore hatch. Two doubling plates fitted at fore end of Poop on port side, and one plate on starboard side at fore end of Poop renewed. Upper deck stringer plate cut away abaft Transom - stern frames doubled and attached to Transom with brackets and angle carried round for caulking deck ends; part of stringer renewed and spaces filled in with cement. Two scuppers closed amidships and new ones cut in sheerstrake above deck. Wash ports repaired. New heel rest fitted for rudder and rudder braces renewed. Five feet of shoe plating fitted at fore foot. Poop deck flat renewed of 3 in. yellow pine. Eight deck planks in upper deck flat renewed of $3\frac{1}{2}$ in. yellow pine, and all Ceiling renewed of $2\frac{1}{2}$ inch pitch pine. Steering gear overhauled. Fore and main top masts and main upper top sail yard renewed. Five dead-eye pins renewed and standing and running rigging overhauled and put in order. One new life-boat 20 feet long supplied, and 90 fms. $2\frac{1}{2}$ inch steel wire hawser, test 12 tons - supplied by R. S. Newall & Son in lieu of 90 fms. $1\frac{1}{2}$ inch Manilla hawser required by Rules. A new $1\frac{1}{2}$ in. Manilla hawser - 120 fms long has also been placed on board in excess of the rules requirements.



	In sixteenths		In sixteenths originally			In sixteenths	
	P	S	P	S		P	S
C Strake	-	-	10	9	9	-	-
D "	-	-	9	9	9	-	-
E "	8	8	9	9	9	8	8
F "	8	8	7	7	7	8	8
G "	8	7	7	8	8	8	7
H "	6	6 bare	6	7	7	6	6
I "	8	8	8	8	8	8	8
J " sheerstrake	8	8	8	8	9	8	8

5 Four foremost plates each side new.
17 plates starboard side new
16 Port - - -

R.S.



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GLS163-0143(2/2)