

WED. 9 JUL 1900

Port of

WEST HARTLEPOOL

Continuation of Report No 11245

dated

11th July 1900

on the

Iron SS "Malaga"

and ceiling relaid, chain cables ranged, mast wedges removed, masts spars and general equipment examined, hand pumps, sluice valves, and W.T. door tested, steering gear & chains examined.

Shell plating drilled and thicknesses ascertained, see sketch attached hereto.

Repairs now done. Under boilers. 4 new floors fitted $\frac{9}{16}$ thick 16 reverse bars renewed to turn of bilge of $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ angle 10 rider plates fitted over reverse frames at bilge on each side, 2 lower angles on CK renewed for abt 28ft & 2 new straps fitted to CK, 2 angles renewed for abt 20ft & 7 new wash plates fitted to side keelson on both sides, on bilge keelson 2 angles renewed for 18ft and bulb plate renewed for 16ft each side, boiler bearers and chocks renewed.

Under donkey boiler, part new reverse frames on 4 floors, rider plates fitted over reverse frames on 4 floors from CK to sister keelson, 4 donkey boiler bearers and seating renewed, new coaming and bottom angle on donkey boiler recess. 6 doubling angle bars fitted to frames in bunkers on port side, lower part of cross bunker bulkhead renewed right across, after bunker on starboard side part renewed at bottom, 1 beam in cross bunker repaired. Decks & casings opened up for removal of old boilers, 3 main deck plates renewed on port side, 3 renewed and 1 doubled on starboard side in bunkers. On starboard side, casing coaming renewed at main deck, new deck tie at upper deck, 3 new casing plates above upper deck, new tie plate and deck angle on bridge deck.

On port side, casing angle to main deck part renewed and small doubling plate fitted on casing, angle on bridge deck to casing renewed. 1 upper deck beam & 1 main deck beam part renewed. Top and sides of galley and sides & fore end coamings at bridge deck round boiler hatch & top of boiler casing renewed, new angle fitted to top of engine casing under engine skylight.

3 shell plates renewed at fore end in 6 strake, on port side, 1 bridge side plate renewed and 2 doubling plates fitted on starboard side; 2 bridge side doublings fitted on port side. A few frames and reverse frames riveted in holds.

Forecastle deck sheathed at centre abaft windlass, sheathing of upper deck forward part renewed, on upper deck aft 9 strakes of planking on port side and 8 on starboard.

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side part renewed, and deck recaulked; steering gear in house on bridge removed and deck renewed inside of house; wood deck in bridge alleyways sheathed where worn and part renewed at side of boiler hatch

New steam steering gear fitted.

Lower masts lifted out—12 ft cut off heels, cheeks cut off, the topmasts shortened 4 ft and fitted into lower mast heads, masts replaced new rigging fitted to foremast, sheards $3\frac{1}{2}$ fore stay $4\frac{1}{2}$ topmast-backstay & topmast-stay $2\frac{1}{2}$, all steel wire, the old rigging refitted to main mast.

R. Bennett

Chas. Wharf.

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Rough sketch showing thicknesses of outside plating where drilled for SS. No 3

Thickness at each angle
from survey report

