

REPORT of SURVEY for REPAIRS.

No. 3834 Survey held at Greenock Date 10th Octr 1857
 on the Iron Screw Steamer "Collier" Master Edwin M. Jackson
 Tonnage 194³⁷ Gross Built at Port Glasgow When built 1849
 By whom built John Reid & Co Owners Morris & Nichol
 Port belonging to Greenock Destined Voyage Glyde
 If Surveyed Afloat or in Dry Dock On ship dock

Last Survey, No. 1222 Port of London Iron 1856 Classed A1

REPAIRS At present on slip. Having been lengthened amidships thirty feet; she has twenty new frames of single Angle Iron 3x3x $\frac{3}{8}$ inch, spaced 18 inches apart, with reversed Angle Iron 2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x $\frac{1}{2}$ inch, extending from upper part of bilge to upper part of bilge, on each frame. Box keelson amidships formed by iron plates 12x $\frac{1}{2}$ inch, with single Angle Iron 3x3x $\frac{1}{2}$ inch inside at each upper angle, and Angle Iron 3x3x $\frac{1}{2}$ inch outside running fore and aft on floor plates. Deck beams single Angle Iron 5x3x $\frac{3}{8}$ inch and fastened by plate knees; stringer plate to ditto 20x $\frac{3}{8}$ inch; tie plates on each side of hatchway, and diagonal plate on beams 9x $\frac{3}{8}$ inch. Upper Deck Yellow Pine 2 $\frac{1}{2}$ inches, and fastened from upper side. Bilge stringer double Angle Iron 3x3x $\frac{1}{2}$ inch; double Angle Iron stringer 3x3x $\frac{1}{2}$ inch between bilge ditto and upper Deck. Waterway 14x4 inches Red Pine. Upper Decks caulked. Ceiling in flat Lumber Rock Elm 2 inches to bilge Red Pine 2 inches; and sparred with Red Pine above. Garboard strake 7 inches; to upper part of bilge 7 inches; to sides 5 $\frac{1}{2}$ inches; sheerstrake 7 inches. Butts all double rivetted, and edges single rivetted, with 7 inch rivets, averaging 2 $\frac{1}{2}$ inches from centre to centre. Bottom plating scraped and coated with two coats of Red lead inside and outside. She is now in good condition. Engineers' Certificate herewith.

Extract of this report, so far as the straining & lengthening of the vessel is concerned, dated 19/10/74 to Messrs. Nichol & Co. with Extract of original Report.

Present Condition of the

Decks	Part new, Good	Transoms	Rivets	Part new, Good	Windlass and Capstan	double Winch	Good
Waterways	do do	Breasthooks and Stemson		do	Pumps	Four lead	do
Comings	do do	Transoms, Pointers, and Crutches		do	Boats	Two	do
Upper Deck Beams & Fastenings	do do	Timbers of the Frames		Part new do	Masts, Yards, &c.		do
Lower Deck Beams & Fastenings	do do	Keelsons		do do	Sails		Well found
Planksheers	Part new Good	Clamps and Shelves		do	Anchors	No. of 2 Bower, 1 Stream & 1 Kedge	
Sheerstrakes	Part new Plating do	Ceiling		Part new do	Cables		Complete
Topsides	do do do	Rudder		do	Hawsers and Warps		Sufficient
Wales	do do do	Copper		When put on	Standing & Running Rigging		Good
Plating of (Bottom) and Counter	do do						

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. New and Good

This vessel being in good condition, and the additional frames, plating, &c. being fully equal to the present Rules for the Six years grade, as required by Secretary's letter to Owners of 20th August 1857. We are of opinion she may be classed A1, from the date of her build.

The Amount of Fee.....£ 10 : 0 : 0 is received by me,

Special..... £ 4 : 4 : 0

Certificate (if required) " : 2 : 6

Committee's Minute 23rd October 1857

ter assigned A1 for 9 Years

John B. Cummins
Thomas Congdon



© 2019

Lloyd's Register
 Foundation

IRON 433-0087