

REPORT of SURVEY for REPAIRS.

No. 1952 Survey held at Glasgow Date 28th July till 30th Sept 62
 on the S.S. "Excelsior" Master John Moir
 Tonnage 357 Built at Gumbarton When built 1855
 By whom built Alexander Gray Owners John Hutchison
 Port belonging to Glasgow Destined Voyage Bordeaux
 If Surveyed Afloat or in Dock Patent Slip

Last Survey, No. 2268 Port Iron Classed 9th 9-60

REPAIRS

Lengthened 45 feet in midships. The new frame $3 \times 2\frac{1}{2} \times \frac{5}{16}$ Reverse Bars to every frame to tween deck stinger and to alternate frame to deck $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ through rivetted to outside plating and back other with $\frac{3}{4}$ in. rivets about $5\frac{1}{2}$ in. apart. Frames spaced 15 in apart. New midship keel $2 \times 7\frac{1}{2}$ scarfed $18\frac{1}{4}$ in. Carboard strakes $\frac{1}{16}$ double rivetted. Flat of bottom to upper part of bilge $\frac{9}{16}$ double rivetted. Bilge to sheerstake $\frac{9}{16}$ single rivetted. Sheerstake $\frac{1}{16}$ double rivetted. Middle line keelson intermediate $19\frac{1}{2}$ in deep, $\frac{7}{16}$ with two angle chong on top of floor $5 \times 4 \times \frac{1}{2}$ and rivetted to double reverse bars in floor. Floor plates 15 in deep $\frac{3}{8}$ plate. Bilge keelsons two angle chong $3\frac{1}{2} \times 4 \times \frac{7}{16}$ worked all fore and aft back to back and rivetted to double reverse angle chong and connected at the ends forming a hook and clutch. Stinger in lieu of old beams $3 \times 5 \times \frac{5}{16}$ two angle chong back to back all fore and aft. Stinger plate under deck beam where plates two feet broad $\frac{1}{2}$ in thick and rivetted to double reverse bars for $\frac{3}{4}$ of entire length. Butts double rivetted. All butts of outside plating double rivetted and butt straps extended over and rivetted through.

Present Condition of the

Decks <u>Part New & Good</u>	Transoms <u>Part New & Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>do</u>	Breasthooks and Stemson <u>do</u>	Pumps <u>do</u>
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>do</u>
Upper Deck Beams & Fastenings <u>do</u>	Timbers of the Frame <u>Part New & Good</u>	Masts, Yards, &c. <u>do</u>
Lower Deck Beams & Fastenings <u>do</u>	Keelsons <u>do</u>	Sails <u>do</u>
Planksheers <u>Part New & Good</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>31st 22-0-0 & 16-3-0</u>
Sheerstrokes <u>Chong</u> <u>do</u>	Ceiling <u>do</u>	Cables <u>24 fathoms 1st 7th & 1st 3rd in. Proof</u>
Topsides <u>do</u> <u>do</u>	Rudder <u>Good</u>	Strain <u>3rd & 3rd in. Proof</u>
Wales <u>do</u> <u>do</u>	Copper <u>do</u> When put on <u>do</u>	Hawsers and Warps <u>Good</u>
Plank (Bottom) and Counter <u>do</u> <u>do</u>		Standing & Running Rigging <u>do</u>

General Observations and Opinion.

Caulking of Bottom, Deck, & Waterways.

This vessel is now lengthened and fitted as per Secretary's Letter of 31st July and accompanying midship section. It will be seen upon reference to Original Report No. 1037 in 1855 that the scantling of the framing & plating is more than equal to the 400 ton scale. That I am of opinion from the extra longitudinal strengthening now added the vessel may remain as classed (viz 9 A.T.).

The Amount of Fee.....£ 1 : : : is received by me.

Special..... 6 : 6 : :

Certificate (if required) : : 5 : :

Committee's Minute 10th October 1862.

Character assigned 9th 1st record lengthened

2920 Iron

the Shale of Plating above and below; Deck Beams of Single Angle
Iron $6 \times 3\frac{1}{4} \times \frac{7}{16}$ and Connected at the Side by Three Plates; Six Plates
Outside Hatchways $8 \times \frac{7}{16}$, Two Pairs of Diagonal Six Plates $8 \times \frac{7}{16}$
Extending from Gunwale to Gunwale; Gunwale Plate 2 feet Broad $\times \frac{7}{16}$
Angle Iron to Gunwale Plate $3\frac{1}{2} \times 4 \times \frac{7}{16}$; All Oxidation both Inside and
Out has been Cut or Beaten off in Accordance with the Rule Section 17
and Flat of Bottom Coated with Portland Cement and the Remainder of
Plating with Red Lead

A. Darling



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Foundation