

64

5330

REPORT of SURVEY for REPAIRS.

No. in Book. **No. 3376** Survey held at Dundee Date 15 February 1867
on the S. Iron Screw Ship "Harvest" Master J Blair
Tonnage 562 Built at W. Hartlepool When built 1861
By whom built P. H. Owners J. Glaman &
Port belonging to Dundee Destined Voyage Collier
If Surveyed Afloat or in Dry Dock in Dry Dock & afloat
for 2 & 3 mos 64 4 Bk 10

last Survey, No. 3791 Port IRON Classed As exposed 75 62
REPAIRS now done of Damage received by being in collision with the Screw Steam Ship Pendon on the 18/11/65 within the entrance of the River Tay while on her passage from Hartlepool to Dundee Coal laden - In consequence of the damage received the fore end of vessel having filled & the ship getting deeply immersed forward & likely to go down was beached upon the Newcombe Bank & thereafter filled and refloated thereafter either owing to the uneven nature of the ground or the tide scouring the sand away from under the ends of the vessel the Hull yielded & tore down on both sides - Was thereafter sold finally lifted & put into Dry Dock examined & the bottom framed amidships dinged & holled keel broken a number of the floor plates & angle irons with single plate keelson on top of floor either broken or very much disturbed & distorted in form - Also surveyed for Classification under special survey No 3 with a view to Class B1 i.e. Ceiling throughout entirely removed & the surface of the plating outside & inside cleaned scraped & chipped where requisite over all greater part main deck before Break Quarter deck including part Waterways - removed & remainder of Waterways inclusive of raised Quarter deck portion scraped bright - Coal Bunkers cleaned & re-lined Thereafter on Survey renewed as follows 33 ft. Bar keel ren'd 24 new floor 1 1/2 plates with about 432 ft frame Angle iron of 3 1/4 x 2 1/2 x 9/16 new also about 800 ft of 2 1/2 x 2 1/2 x 3/8 several angle iron new 46 ft keelson plate 9 x 1/2 new and about 420 ft 4 1/2 x 3 x 1/2 angle iron ren'd in main Bilge keelson & Bilge stringers 87 deck Beams with 3 pair 1/2 Beams at main Hatch also 3 lower deck Beams renewed of 6 1/4 x 5 1/2 x 1/2 T Iron with plate knees P 70

Decks	part ren	Good	Keels	in bottom	overhauled	Windlass and Capstan & 2 Steam Winches	good
Waterways	D D	D	Breasthooks and Stemson	to a great extent ren'd		Pumps	Refitted
Bottoms	D D	D	Transoms, Pointers, and Crutches		Efficient	Boats	2
Upper Deck Beams & Fastenings	part new		Timbers of the Frame at the openings		order	Masts, Yards, &c.	
Lower Deck Beams & Fastenings	good		Ditto Ditto at other places			Sails	4 pieces all new
Planksheers			Keelsons	part new	Good	Anchors	No. of 3 B 15
Sheerstrakes	plating all in		Clamps and Shells			Cables	205 fath 13 B also 11 C
Oppsides	good order		Ceiling		D	Hawsers and Warps	7 1/2 5 1/2 4 1/2 3 1/2
Stays			Rudder		D	Standing & Running Rigging	Refitted
Keel (Bottom) and Counter	Good		Copper	When put on			
General Observations and Opinion,			Cemented inside along the flat of bottom				
			Caulking of Bottom, Deck, & Waterways.				firm & new

Has now been specially surveyed under Survey No 3 Is now in good order & efficient state of repair eligible in our opinion to be Classed & registered B1 if you feel so approved

Amount of Fee.....£ 5 : 0 : 0 is received by me, Thames Alexander
Special..... 6 : 6 : L2.2 James Wilson
Certificate (if required) 7 : 5 : 4
Committee's Minute 19 Feb 1867 1867
Character assigned A
S.S. No 3 67 M.B.

on reference to the original Survey 2664 it will be seen that the ship is eligible for registration above repairs of damage caused by collision

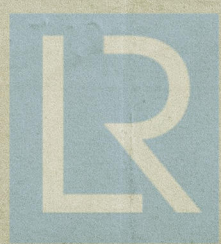
5330 Iron

at ends also new fore & after to Main Hatch in upper & lower decks $5\frac{1}{2} \times 4\frac{1}{2}$
 15 ft Main deck Stringer $18 \times \frac{1}{2}$ (new on Port & same on Starb side also 12 ft
 deck 8 on Port side new & pourer the plates on top of Deck Beams $9 \times \frac{1}{2}$ &
 about 30 to 60 ft also 2 ft Stringer plate $33 \times \frac{1}{16}$ run across Break Bulk
 rivetted to Bulkhead & Beam before break about 30 ft Girth strake
 on each side of $\frac{1}{16}$ plate also 14 plates $9\frac{1}{16} \times \frac{1}{2}$ in flat of bottom Bilge up to
 Red on Port side & 15 on Starb side 10 plates $9\frac{1}{16} \times \frac{1}{2}$ in Port bow & 3 on
 new Mid Bulkhead taken down & rivetted 2 plates about 60 ft
 new 3 ribs on port bow den & 2 on Starb bow piece & part den - Floor plate
 the flat of bottom out to Bilge rivetted to floor Angle iron also rivets
 & lendings of plates along the flat of bottom & thro keel where wasted &
 renewed to a considerable extent - 82 ft Main Waterway on Port side
 & about 90 ft on Starb side den of Pitch Pine about 34 ft deck plank
 $3\frac{1}{2}$ and about 100 ft Quarter deck plank of 3" Sel Pine part brought
 with Top gallant Bulwarks all den Mast Haws pipe den - New Main
 Cambring of Gun & Hatch fore & Main all den about 280 ft Swast
 den of 2" Red Pine New Main Mast - Topmast & fore Gaff Mindless
 limps off & part den -

Has now had Main & Fore Hold in all about 109 ft in length fitted
 double bottom for Water Ballast - Fore & aft Keelsons 6" No (has
 Main & Bilge Keelsons) run fore & aft between Bulkheads formed of $\frac{1}{2}$ "
 iron about 14" deep standing on top of floors having single $\frac{1}{2}$ "
 den along at top & bottom latter rivetted to reverse $\frac{1}{2}$ " in top of floors
 & the whole plated on top with $\frac{1}{16}$ plates rivetted together & to Keel
 & at sides to Angle iron $4 \times 4 \times \frac{1}{2}$ run along inside of frames rivet
 reverse Angle iron the interval space between outside plating & the
 carefully filled in with wood closely wedged bedded with Red Lead
 Caulked made tight & Cemented.

Hull outside has now had 3 Coats Red Lead & 2 of Patent
 in bottom up to Water line & Colored Paint from thence to Gun
 the Bottom inside out to Bilge has been coated with Portland Ce
 & above that the floor plates & tank up to Bilge has had 2 Coats
 varnish applied & from thence upwards 3 Coats Red Lead

Engines & Boilers have now been all cleaned up & overhauled
 & Certified to be in good order & Condition



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Foundation