

5489

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No. 2394** Survey held at Nest Hartlepool Date 2nd March to 8th May 1867
 on the Screw Steamer "Scotia" Master Duncomb
 Tonnage 277+100 Built at Glasgow When built 1866
 By whom built Aitken Owners Gls & New Str. Sh. Co.
 Port belonging to Glasgow Destined Voyage Coasting
 If Surveyed Afloat or in Dry Dock In Dry Dock & Afloat

Last Survey, No. 4787 Port Glasgow Classed A 1

REPAIRS

Now done No. Damage. Deck & waterways taken up from the raised deck aft thence forward, Scraped clean inside & out, Broken Keel taken out heated set straight 11 ft. length welded upon after end same refitted, Propeller frame taken out welded & refitted, 27 broken floor plates taken out 19 renewed & welded & refitted, 34 frames & transverse bars renewed, 7 frames cut at bulge in Port coal bunker new upper parts fitted with a 4 ft. length of corresponding angle iron over the bulk, 39 shell plates taken off 6 of them renewed others reset & refitted, 13 Garboard plates taken off 5 of them renewed others reset & refitted, 2 Nos. plates new. Gunwale stringer plates taken up reset & replaced 7 of them renewed, Angle Iron on 27 Deck beams taken off & renewed with $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$, Rivets in Beam Shees partly renewed, Bulkheads to 5 strakes of shell plating extending from gunwale to lower part of bulges taken off the same refitted 15 inches in breadth to thicker than the plates, triple

Decks Good part new
 Waterways Good
 Comings Good
 Upper Deck Beams & Fastenings Good
 Lower Deck Beams & Fastenings Good
 Planksheers Good
 Sheerstrakes Good
 Topsides Good
 Wales Good
 Plank (Bottom) and Counter Good

Keelsons Good
 Clamps and Shells Good
 Ceiling Good
 Rudder Good
 Copper Good in place of hole
 When put on now

Windlass and Capstan Good
 Pumps 2 of Metal
 Boats 2 & Good
 Masts, Yards, &c. Good
 Condition, how ascertained Good
 Sails Good & Sufficient
 Anchors No. of 2 Blowers 1 Steam 1 Kedge
 Cables Good & Sufficient
 Hawseers and Warps Good
 Standing & Running Rigging Good

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good

Is now in a good & efficient state of repair fit for the safe conveyance of dry & perishable goods to & from all parts of the World & may in our opinion remain as now classed A1

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

Special..... 5 : 5 : 0

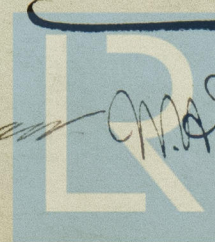
Certificate (if required) : 5 : 0

Committee's Minute 21st May 1867.

Character assigned A 1

S. M. Glaston
James Purdie

record damage repair



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IRON440-0497

5489 Iron

renewed excepting the fore & after ends for about 20 ft. from stem & stern
posts, on both sides, 4 tie & 4 diagonal plates on top of deck beams
new. Rivets tested throughout caulking examined & made up as
required. Keel rivets renewed fore & aft. Deck renewed from the
raised deck thence forward with 3 in G. Pine, Main keelson
bilge so repaired, 2nd bulkhead from forward renewed. Main mast
new R. Pine, Flats of hold cemented with Portland cement to the
height of upper part of bilges, coated inside & out with two coats
of paint, ceiling planed, Added one additional stringer between
bilges & middle line, horizontal plate 0 + $\frac{1}{16}$ double angle Irons $3\frac{1}{2} \times 3$
with bulk plate between 7 + 0 $\frac{1}{16}$ for $\frac{2}{3}$ of the hull's length.
Bridge house fitted 32 ft. in length angle Irons $3 \times 3 + \frac{1}{16}$ spaced 3 ft. 6 in.
pounded at gunwale, Planked over with 2 $\frac{1}{4}$ G. P. Engine room & aft
fitted on top of this house, Iron casing up the sides, thus securing the
engine room from the wash of water on the deck.

S. P. Gladstone
James Furber



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