

5937
28839

Triennial Survey.

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 857

on the Iron Ship "Summer flood" Master William Watson.

Tonnage 698 Built at Hartlepool When built 1859.

By whom built Pile & Co. Owners W. C. Gregor.

Port belonging to Leith Destined Voyage Cornwall.

If Surveyed Afloat or in Dry Dock Princes dry dock and East India dock.

Survey held at London Date 11th December 1867.

Last Survey, No. 2403 ~~2472~~ Port IRON. Classed 12 A. 1. (Z. S. 1863) 5.63.

REPAIRS Now done:- Removed the Limbers on each side, and fitting equal to a stake on each side fore and aft at the turn of Bilge. On examination, found the whole of the Iron work thus exposed, and also at all other parts, where seen, in good condition. The flanking, which was done in 1863, was found upon beating to be firm and hard, and adhering satisfactorily to the Iron plating. The Windlass minding, the wood-linings stripped and the Main-piece examined and found good. The chain-cables ranged examined and found good and sufficient; 270 fathoms. Now supplied, one Stream weight including stock 8wt 3grs 27lbs; and one Hedge weighing 2wt 2grs 13lbs. New Main and Main-top-sail Yards of Pitch-pine.

It is perhaps worthy of recording, that this vessel suddenly sprung a leak, while on her late homeward bound voyage; and was only kept afloat P.S.O.

Waterways	} Good where seen.	Breasthooks and Stemson	} Good	Pumps	Two	} Good where seen.
Comings		Transoms, Pointers, and Crutches		Boats	37 ⁰	
Upper Deck Beams & Fastenings	} Firer.	Timbers of the Frame at the openings	} where	Masts, Yards, &c.		} By a certificate.
Lower Deck Beams & Fastenings		Ditto Ditto at other places		Condition, how ascertained		
Planksheers	} Scraped and Painted.	Keelsons	} seen.	Sails		} Good and sufficient
Sheerstrakes		Clamps and Shelves		Anchors	No. of 3 B. 15. 2 K.	
Topsides		Ceiling		Cables	27 of no.	
Wales		Rudder		Hawsers and Warps		
Plank (Bottom) and Counter	} Scraped and painted	Copper Paint	} When put on now.	Standing & Running Rigging		} Good where seen.
General Observations and Opinion,		Caulking of Bottom, Deck, & Waterways.				

She is now in good and efficient condition and fit, in my opinion, to remain classed 12 A. 1. and be marked "(Z. S. 1867)".

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

Special..... 2 : 2 : } W. C. Gregor.

Certificate (if required) : 5 :

Committee's Minute 20th December 1867

Character assigned 12 A. 1.

William Watson.

5937. Iron.

afloat by constant Pumping. - On arriving at Plymouth the Captain employed a "Diver", who after a careful search found a hole about $1\frac{1}{2}$ ins diameter, in the flat of Bottom on the Portside just abaft the Main-mast, and about four feet from the middle line, and on his driving a wood-plug into it the vessel was rendered quite tight. -

On examining this hole from the outside, with the Ship in dry dock, it presented an appearance of having been punched, it being as nearly as possible in the form of a circle. - I caused some of the fishing to be removed from the inside, and then found that the space - between the two frames where the hole was situated - had not been cemented when the other part of the ship was done in 1863. - The outline of the hole inside was of an irregular form, and was about 3 ins across at the largest place. - It had every appearance of having been caused by something washing about with the motion of the ship and Bilge-water, until it had actually eaten its way right through the plating. - It was just such a hole, as one could imagine a penny-piece would make, with the motion of the ship assisted by the action of the Bilge-water. - (See Rough-hand Sketch below.)

This case seems another strong reason for carefully cementing the Bottoms of all Iron-ships; and also for making careful periodical surveys to ascertain its condition. -

It also suggests, to my mind, the advisability of having the spaces between the frames from the Lower-deck Stringer out to the outside plating, - in all Iron ships carrying Troops or Emigrants - filled in, with wood or other suitable material, to prevent articles being accidentally or mischievously, thrown down into the Bilges of such ships. -

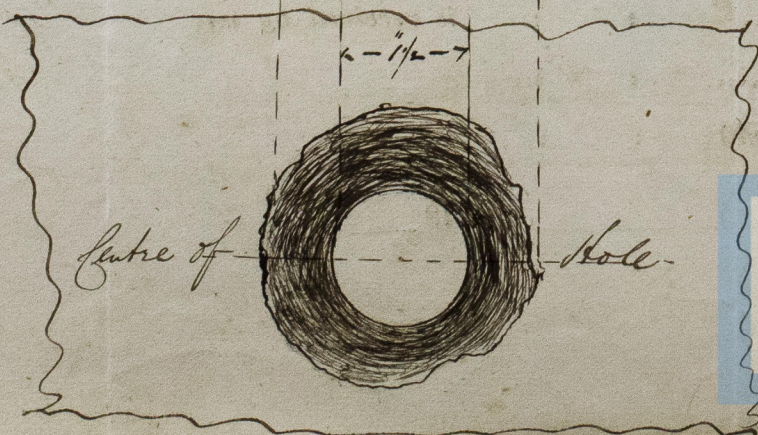
The hole above referred to has been well and efficiently repaired. -

J. Williamson.

Section through the Centre of Hole.



Sketch showing the appearance of the hole from the inside



Scale about $\frac{1}{2}$ size.

