

REPORT of SURVEY for REPAIRS.

Through Lengthening 20 ft. to 25 ft., and flossing 2. I. Rec 11/11/62

No. 5666 Survey held at Greenock and Port Glasgow Date 11th Aug^{rs} to 20th Oct^r 1869-

865
in the Iron S.S. "Harvard" Lieut. "Sabella" 1st. Master William Cole.

onnage, $\frac{533}{414}$ built at Newcastle When built 1834

By whom built Owners *John L. Robertson.*

Port belonging to *Lyons* *the* *Destined Voyage* *Sweden*

Is Summer? Aug 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Dimensions Per Register No. Length 184 ft. 6 in. Breadth 11 ft. 6 in. and 10 ft. 6 in.

From:

Survey, No. 1600 Port New York Classed 6.

Not done, as per Special Survey No. 3 for Iron Rules:- The vessel placed in a dock, the close fitting in the hold removed. The foal Bunkers cleared. The keel of the Frames, Stringers, Hooks, Floor plates, Keelsons, Engines and Boilers were seen, ends of Beams & watertight Bulkheads, Rivets, and inner surface of outside Plating examined and all oxidation beaten or cut off the above parts from outside plating, rivets, Keel Stem, Stern-posts, and Rudder and all surfaces of Iron laid bare. The Plank sheers, and Waterways, scraped bright. The thickness of all the above parts gauged - and in no place were they found less than one-fourth of the required substance by rule, except a few frames in the foal Bunkers - which have been efficiently repaired by adding a Reverse Angle Iron frame to each. - She had been pimented in the Bottom in 1884 - it was found on beating it to be adhering firmly to the outside plating, Frames &c. - and has not, therefore, been removed. - The windlass making the wood linings stripped and the Main-piece examined and found good. - The chain-fables ranged examined and found good and sufficient; and all other requirements of the Rules complied with. -

Condition of the Repairs &c. now done:- This vessel has been lengthened 20 feet amidships, in accordance with the scantlings and arrangements shown on the P. J. O.

always Partner-
 Deck Beams & Fastenings
 Deck Beams & Fastenings
 Scraped
 and
 painted-
 (Bottom) and Counter

Good
 where
 seen-
 Painted

~~Treenails~~
 Breasthooks ~~and Stems~~
 Transoms, ~~Pointers, and Crutches~~
~~Timbers of the~~ Frame at the openings
~~Ditto~~ Ditto ^{as repaired.} at other places
 Keelsons
~~Clamps and Shelves~~
 Ceiling
 Rudder
 Copper ~~Paint~~ When put on
 Cauterized part in 1842 and part not.
 Caulking of Bottom, Deck, & Waterways.

Windlass and Capstan
Pumps 5 No.
Boats Two. } Good where seen.
Masts, Yards, &c.
Condition, how ascertained By Examination.
Sails complete. } Good
Anchors No. of 30. 15. 216.
Cables 240 fms. } and
Hawsers and Warps Good Supply } sufficient.
Standing & Running Rigging new.
Good where examined.

She has been lengthened 20 feet amidships, - and Surveyed in
 accordance with the requirements of Survey No. 3 for Iron Ships, - and put
 in good and efficient condition; is now fit, in our opinion, for the
 conveyance of dry and perishable cargoes to and from all
 parts of the World; - and to be classed - A. 1; and marked
 the Amount of Fee.....£ 5 : 0 : 0 is received by me, ("S. S. No. 3. 1869") in the Book.

Special..... 5: 5: 0

Certificate (~~\$~~ required) 0: 5: 0

Committee's Minute 2nd November 1860

Character assigned C

S.S. No 8 = 1/4 9/10

Williamson.

Hydrocephalus

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Samuel Lapthorn
Lloyd's Register
Foundation

The accompanying Tracing of Midship Section, which was approved by the Committee, as per Secretary's letter 27th August 1889. Is fitted with a pair of Fore and aft Iron Tie-plates on the Upper deck Beams $12 \times \frac{3}{4}$, and Iron diagonal Tie-plates, all fore and aft of the same dimensions.

The plates forming the Hull-of-Head, and the Rudder-plates repaired. About 100 ft. of Waterway renewed on each side, amidships, and thirty new Bulwark Stations of Pitch-pine. The Main and Top-gallant Rails and Bulwarks nearly all renewed. The whole of the Main deck ^{renewed} with $3 \frac{1}{2}$ inch Yellow-pine. The Hatchway framings repaired and renewed where necessary. Added a new deck House amidships for the accommodation of the officers. The fitting new in the flats. New Engine-Room Skylights and Companions - also new Iron Casing round the Funnel and Stoke-hole.

The masts and spars overhauled and renewed where necessary. The Standing Rigging new of Galvanized Iron Wire, and the Running Rigging new of Hemp. The new portion of the Vessel completed in the flats, and that in the old portion repaired where necessary. Painted the Vessel inside and outside with four coats of Paint.

The following are the particulars of the Anchors and Chains now on board - which are suitable for the increased Tonnage, consequent on lengthening: viz;

Same as originally reported No. 666		2440 fathoms of $1 \frac{1}{4}$ inch stud linked chain cable.	240 fms of $1 \frac{1}{4}$ inch	
One Lower Anchor, weight 22 cwt. Stock.		14 " 1 " 14 "	Per Rule	
— do — — do — — do — — do —		13 " 3 " 0	13 " 2 " 0	
— do — — do — — do — — do —		13 " 3 " 2 1	11 " 1 " 2 5	
One Stream — do — — do — with Stock (about) 7 " 0 " 0			6 " 0 " 0	
One Tedge. — do — — do — — do — do —		3 " 1 " 0	3 " 0 " 0	
— do — — do — — do — — do — do —		2 " 0 " 0	1 " 2 " 0	

The following are the details of the Register Tonnage: viz;

Tonnage under deck.	330.90
- do - House on deck.	23.49
Gross.	354.39
Less free-space.	20.90
	333.49
Less engine space.	119.68
Tonnage below Main Beam.	413.81

Williamson.

W. J. J. J. J.

Saml. Laphorn



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