

7704

REPORT of SURVEY for REPAIRS.

Rev. 25/5/69

No. in Reg. Book. **No. 2753** Survey held at West Hartlepool Date 1st April to 22nd May 1869
 on the Screw Steamer "Spartan" Master J. M. Head
 Tonnage 1205 built at Glasgow When built 1860
 By whom built Laurie Owners M. Spartali
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock In Danton No. Dry Dock

See annexed report.

Last Survey, No. 6976 Port IRON Classed A1

REPAIRS Now done. In consequence of severe straining 70 butt straps of the three upper strakes of shell plating taken off & renewed to thicker for treble rivetting. Rivets taken out of gunwale angle iron for 140 ft. & renewed on the S. side.

Side 53 butt straps of the three upper strakes of shell plating taken off & renewed as on the other side. Rivets taken out of gunwale angle iron for 140 ft. & renewed. Edges of shell plating & butts recaulked on each side for 140 ft. Rivets tested from fore bulkhead to after bulkhead (gunwale to bilge), removed & renewed where found slack & being partly removed for that purpose. Keel coated with Pitch. Bottom with McJannet's Patent Composition.

Now added one large girder beam between boilers & Engines Plate 13x16 Double angles top & bottom edges 5x4x9/16. Horizontal stringer plates on hold beam ends carried through coal bunkers 30x10/16 with bulb plates on inner edges 8x9/16. Bracket pieces at lower side to alternate frames. The plates P.S. 6

Present Condition of the

Decks	Freemasts <u>Rivet</u>	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained
Planksheers	Keelsons	Sails
Sheerstrakes	Clamps and Shelves	Anchors No. of
Topsides	Ceiling	Cables
Wales	Rudder	Hawsers and Warps
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

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

The Amount of Fee.....£ 3 : 0 : 0 is received by me,

Paid & be paid in London

Damage Report Special..... 4 : 4 : 0
 Certificate (if required) 6 : 6 : 0

5 : 5 : 0
 Paid at W. H. Head.

Committee's Minute

18

Character assigned

See London 30638



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IRON 445-0318

7704 Iron

continued in a line with hold beams at back of boilers 14×8 with angle
 Iron on inner edges $4\frac{1}{2} \times 4\frac{1}{2} \times 9/16$ length of these plates 14 ft. lapping over
 & well rivetted to the broad plates, Double angle Iron struts fitted between
 decks rivetted to reverse bars. for 100 ft. $5 \times 4\frac{1}{2} \times 9/16$ cross wal bunker bulkhead
 strengthened with angles $5 \times 4\frac{1}{2} \times 9/16$ side to do.

One Raw Bower Anchor now supplied with 22-0-14 by stock
 Tested at Sunderland Proving house to Iron 22-9-1-14 Date 6th May
 1869. John Hartness Superintendent. For Weight of Anchor

S. P. Gledhill
 W. M. Gledhill

see drawings letter
 20th May 1869.



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