

REPORT of SURVEY for REPAIRS.

and S.S. A. 1.

Rev 3/10/90

No. in Reg. Book. **No. 3565** Survey held at **Leith** Date, first Survey **18th May** Last Survey **11th July 1890**

on the **Iron Screw Steamer Staffa** Master **J. G. Robertson**

Tonnage Gross **746.85** built at **Leith** When built **1865**

By whom built **S. & H. Munton & Co.** Owners **London & Edinburgh Shipping Coy**

Port belonging to **Leith** Destined Voyage **Baltic**

If Surveyed Afloat or in Dry Dock **Dry Dock**

Last Survey, No. **3444** **4082** Port **Leith** **Iron** Classified *** A 1**

4-65.

REPAIRS, &c.

This Vessel has now been placed in Dry Dock. The Limber Boards and Ceiling equal to one stroke fore and aft on each side removed, and both surfaces of Outside Plating exposed, except in flat of Bottom inside, which was cemented. The Boilers removed. The Windlass being of Iron, has been examined, and the cables ranged, and found sufficient. - On this state the Vessel was carefully examined, and the several parts exposed to view found to be in good condition, and the Cement firmly adhering to the Iron. She has now been repainted with two coats of Paint, inside and outside. Boilers new, and the Engine overhauled. Surface Condensers fitted.

This Vessel was originally fitted with a Full Poop 31 feet from the Front to the after part of Stern-post having a rounded form at the Gunwale, properly framed and plated, and with a flat of Deck 22 inches thick, and an Iron Bulkhead across the fore part. There was an open space of 13 feet, and then a Bridge Board or Covering for 52 feet open at each end, constructed by single Angle Iron Beams, 3 x 2 1/2 x 7/8 riveted to the Iron Bitching with both any connection to the Frame of the Vessel or to the Gunwale plate, having no Tie plates on Beams, and Decks from the Main Rail over all. - The open space marked in Red Ink was found to be very detrimental by shipping water in a heavy sea, and has now been enclosed by three Beams of 3 x 2 1/2 x 7/8 single Angle Iron, carried down, turned and riveted to the Gunwale plate, covered with Deck (Deal) about 2 1/2 thick from the Main Rail, shifted into that of the Bridge House and Poop with single shifts of one space of Beams alternately, and without Tie plates or any other security. - The original Iron Bulkhead at B has now been shifted to C, a wooden partition or Bulkhead introduced at A, and the space formed between A & C is now used for the carrying of Cargo. -

While this work was in progress I wrote the Manager recommending that the Iron Bitching should be carried up to upper part of rounds, and the Frame or Beams properly connected to the Gunwale as by Timbers or Knee plates, and also that Tie plates be fitted and otherwise so secured as to make her a part, unmingled vessel. To this Present Condition of the Vessel the Manager strongly demurred as being unnecessary, and he thought he was improving her seaworthiness by shutting out the water. -

Decks	On good condition where seen	Rivets	Good where seen	Windlass and Capstan	Good & Sufficient
Waterways	"	Breasthooks and Stemson	"	Pumps	4
Comings	"	Transoms, Pointers, and Crutches	"	Boats	5
Upper Deck Beams & Fastenings	"	Timbers of the Frames at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	"
Planksheers	"	Keelsons	"	Sails	Single Sheet
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of 3, 1, 1, 2, 10
Topsides	"	Ceiling	"	Cables	240 fathoms
Wales	"	Rudder	"	Hawsers and Warps	"
Plating (Bottom) and Counter	"	Copper	When put on	Standing & Running Rigging	"
		Caulking of			
		Bottom, Deck, & Waterways	Good where tried		

Engine Room Skylights **Efficient** Coal Bunker, Openings, Lids, &c. **Efficient** Scuppers **Efficient** Cargo and Main Hatchways **and** Hatches **Efficient**

General Observations and Opinion.

The requirements of the Rules for Survey A. 1 have been satisfactorily complied with, and in respect to her Class I respectfully submit the present alteration of the Vessel to the consideration of the Committee, otherwise she is, in my opinion, eligible to retain the character as marked in the Register Book **A. 1**, and to be noted (S.S. A. 1-40)

This Report has been delayed awaiting the particulars of the Tonnage.

The Amount of Entry Fee.....£ 2 : 0 : 0 is received by me,

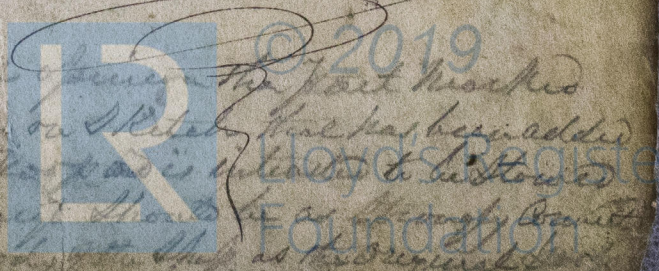
Special..... 3 : 3 : 0

Certificate (if required) 40 : 0 : 0

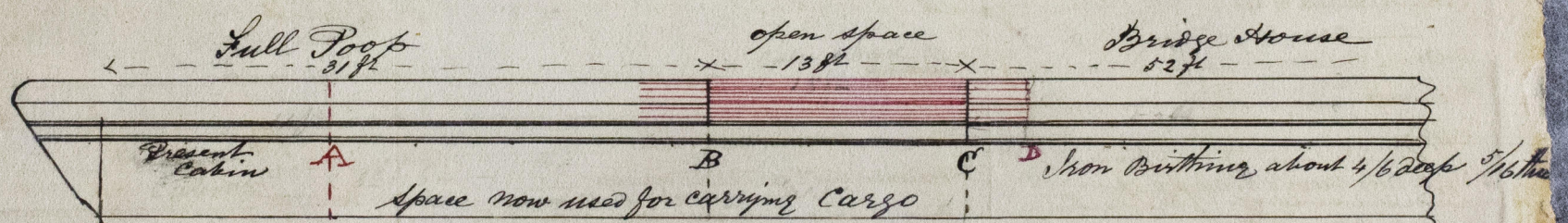
Committee's Minute **6th September 1890**

Character assigned **Expurged Character**

I am of opinion the part marked in Red Ink should have been added to the Vessel as it is a part of the hull, and should be ascertained by the Committee.



8684 Dec



Edwint Couchman



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