

REPORT of SURVEY for REPAIRS.

Recd 27/8/73

No. in Reg. Book. **No. 3677** Survey held at **Glasgow & Dumbarton** Date, first Survey **15 July 1872** Last Survey **20th June 1873**

on the **Iron Paddle Steamer Lisboa** **Iron** **James** Master **Colquhoun**
St. Clair of the Isles

Measured Tonnage **358.06** built at **Port Glasgow** When built **1860**
225.58

By whom built **J. W. Reed** Owners **Western Isles S. Packet Co. Limited**

Port belonging to **Glasgow** Destined Voyage **Gas Coast**

If Surveyed Afloat or in Dry Dock **Barclay Curle & Co. Ship. Afloat**

Ship omitted

Last Survey, No. **211** Port **Iron** Classed **12 A 1. Exposed**

4. 60

REPAIRS, &c. **Not done for Continuation or. S.P. No 3.**

The vessel placed on slipway. The bottom plating holed in various places, the thicknesses found to show no perceptible diminution from that required when the vessel was built: the bottom scraped and recased. — Upon the rest of the survey being proceeded with, all close ceiling in holds and tweendecks removed, plating at these parts drilled, and found of satisfactory thickness. Surfaces of plating &c scraped and beaten clean, including the wood waterways. The upper deck from midships to the stem renewed. (That part amidships having been renewed some time previous to this survey). The raised quarter deck doubled with 2 inch fir. Engine & Boiler removed, ~~and~~ flat of bottom in wake of same, also in Coal Bunkers, cleaned and cemented, several rivets renewed at these parts on account of the heads being worn. Floor plates found of sufficient thickness. The Reverse bars under Engine & Boilers renewed. Engines examined, and Boiler renewed. — Remeasured Dimensions Length **190.8** Breadth **24.2** Depth **11.2**

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Rivets</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>✓</u>	Breasthooks and Stems	<u>Good</u>	Pumps	<u>✓</u>
Comings	<u>✓</u>	Transoms, Pointers, and Crutches	<u>✓</u>	Boats	<u>✓</u>
Upper Deck Beams & Fastenings	<u>✓</u>	Timbers of the Frame at the openings	<u>✓</u>	Masts, Yards, &c.	<u>✓</u>
Lower Deck Beams & Fastenings	<u>✓</u>	Ditto Ditto at other places	<u>✓</u>	Condition, how ascertained	<u>Seen from Deck</u>
Planksheers	<u>✓</u>	Keelsons	<u>✓</u>	Sails	<u>Good</u>
Sheerstrakes	<u>✓</u>	Clamps and Shelves	<u>✓</u>	Anchors	No. of <u>3 Bowers, 1 Stream, 1 Kedg.</u>
Topsides	<u>✓</u>	Ceiling	<u>✓</u>	Cables	<u>180 Lat - 1 1/16.</u>
Wales	<u>✓</u>	Rudder	<u>✓</u>	Hawsers and Warps	<u>90 7 12" 90 7 8 1/2" 180 7 5 1/2"</u>
Plank (Bottom) and Counter	<u>✓</u>	Copper <u>Corn</u> When put on <u>part new</u>		Standing & Running Rigging	<u>Good</u>
Engine Room Skylights	<u>Good</u>	Caulking of		Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>
Scuppers	<u>Good</u>				

General Observations and Opinion,

The vessel is in good and efficient condition, and having undergone the whole of the requirements for Continuation or S.P. No 3. She is eligible to be continued for 6 years from 1872, or, if the Committee will allow it, to be classed **100 A 1.** and noted S.P. No 3-73. The latter character being preferred by the owners.

The Amount of Entry Fee.....£ 4 : : : is received by me,

Special..... 5 : 5 : :
 *Certificate (if required) " : 5 : : *

Committee's Minute 1st July, 1873

Character assigned Good A for 6 years
M.C. 73
from Dec 1872
100 A 1.
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