

13264

REPORT of SURVEY for REPAIRS, &c.

Re-entry and S.S. No 3.

Mar 21/9/74

No. in Reg. Book. *No. 12599* Survey held at *W Shields* Date, first Survey *25 April* Last Survey *10/12/74* 18 *74*.

on the *S. Thersomese* Master

267 Tonnage *1710.60* built at *Belfast* When built *1855*

101 By whom built Owners *J. Duncan*

Port belonging to *London* Destined Voyage *India*

If Surveyed Afloat or in Dry Dock *Smith's dry dock and afloat*

Last Survey, No. *5327* Port *London* (7.5.62.) *C 3* Years assigned *6* Character in Register Book. *omitted*

REPAIRS, OR EXAMINATION AS PER RULE *S.S. No 3.*

This vessel has now been submitted to the whole of the requirements of S.S. No 3 for Iron vessels, and a spar deck has been added in accordance with the scantlings and arrangements shown on the tracing of midship section and profile herewith enclosed, and with the instructions contained in the Secretary's letter of the 6th and 8th of May last. The whole of the ceiling has been entirely removed, and the frames and reverse frames, the floors and keelsons, the beams and stringers, the hooks and crutches, and the inside and outside surfaces of the plating clipped and scraped free from oxidation; the Windlass unbunged P.F.O.

Present Condition of the			
Decks <i>in good condition</i>	Ironails <i>good</i>	Windlass and Capstan <i>good</i>	
Waterways <i>do</i>	Breasthooks and Stemson <i>do</i>	Pumps <i>now put in good order</i>	
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>good and sufficient</i>	
Upper Deck Beams & Fastenings <i>do</i>	Timbers of the Frame at the openings <i>do</i>	Masts, Yards, &c. <i>do</i>	
Lower Deck Beams & Fastenings <i>do</i>	<i>Ditto</i> Ditto at other places <i>do</i>	Condition, how ascertained <i>by inspection</i>	
Planksheers <i>do</i>	Keelsons <i>do</i>	Sails <i>good and sufficient</i>	
Sheerstrakes <i>do</i>	Clamps and Stiffs <i>stings</i> <i>do</i>	Anchors No. of <i>4 B. 1 S. 2 K.</i>	
Topsides <i>do</i>	Ceiling <i>set new and</i> <i>do</i>	Cables <i>300 fms of 1 15/16</i>	
Wales <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>good</i>	
Plating (Bottom) and Counter <i>do</i>	<i>Clapp</i> When put on <i>—</i>	Standing & Running Rigging <i>good</i>	
	Caulking of <i>all good</i>		
	Bottom, Deck, & Waterways		
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers <i>good</i>	Cargo and Main Hatchways <i>good</i>
			Hatches <i>good</i>

General Observations, Opinion as to Class, &c. *The alterations and repairs in this case have been well executed, and we are of opinion that this vessel is now eligible to be classed 90 A.T. Spar decked, & S.S. No 3 1st 7/4.*

The Amount of Entry Fee ... £ 0 : 0 : received by me, }
 Special ... £ 12 : 12 : 187 }
 Certificate (if required) ... £ 0 : 0 :
 Travelling Expenses, if any, £

Committee's Minute *25th September 1874*
 Gen Committee *12 Oct 1874*
 Character assigned *90 A.T. 1st*
Raised to 100 A.T.
Spar decked
S.S. No 3. 7/4

J. Reed. L.H. Coole.
 Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel has been completed in accordance with the instructions and appears to be eligible to be classed 90 A.T. Spar decked, & S.S. No 3. 1st 7/4.

unhung and the wood linings stripped; the chain cables ranged and examined, and these, with the remainder of the equipment, found in good condition and equal to the vessel's present requirements; the plating drilled at both ends and at various other parts of the vessel, and found to be of the required thickness, and the cement also carefully examined.

In the construction of the Spar deck, all the frames for one third the vessel's length amidships, and also those in way of the fore and mizzen rigging, are efficiently scarphed and carried to the Spar deck with angle iron $6 \times 3 \times 7/16$; and in the remaining portions of the length the Spar deck frames are $6 \times 3 \times 9/16$ and are spaced $18''$ and $36''$ alternately; the Spar deck beams are of built iron $7/2'' \times 7/16''$ and double angle irons $3 \times 2 \frac{1}{2} \times 5/16$; the Stringer plates $50 \times 8/16$, and the fore and aft and diagonal tie plates $11 \times 8/16$, arranged as shown; the side plating $9/16$; the Spar deck Sheerstrake $40 \times 1/6$, and the deck of $4''$ Yellow pine; two doubling strakes $9/16$ have also been wrought as shown on section, the upper one for a length of 140 feet, and the lower one for a length of 120 feet amidships; new iron mast-plates for partners have now been fitted, and the main deck repaired; the bowsprit has been renewed; all the chainplates refitted to deep, thick plates especially wrought to receive them; the whole of the rigging removed, re-fitted, and part renewed; the rudder altered and made efficient; new iron pall bits, and riding-clocks to Windlass fitted; the Spar deck well caulked; a large portion of the cement in bottom now renewed; and the ceiling relaid and part renewed; the vessel inside preserved by a coating of cement below and paint in tween decks; outside by paint and composition, and generally put into good and efficient condition.

Gross tonnage	1810.75	Measurements not obtainable here.
Crew Space	100.15	
Register as	1710.60	

J. H. Reed.
J. H. Cooke.



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Foundation