

13539

REPORT of SURVEY for REPAIRS, &c.

Rec^d 27/10/74No. in Reg. Book. **No. 3791** Survey held at **Leith** Date, first Survey **29 Jan.** Last Survey **24 Oct** 18**74**366 on the **Screw Steamer "Scotland"** Master **John James**Tonnage ^{2645.42 Gross Register}
^{846.53 Net Register} **Kinghorn** When built **1869** gmo.By whom built **Key** Owners **Temperleys & Co.**Port belonging to **London** Destined Voyage **Not fixed**If Surveyed Afloat or in Dry Dock **In Dry Dock and Afloat.**{Reg^d 366} Length 356.5 Breadth 38.1 Depth 12.6
Last Survey, No. **10673** Port **London Docks** Classed **A.1**

8.73.

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No. 1 and Lengthening.**

The vessel placed on blocks in Dry Dock: the timbers and ceiling lifted equal to one stake fore and aft on each side. Boilers removed and also a large proportion of Machinery in Engine Room. The surfaces thus exposed presented little or no deterioration, and cement was firmly adhering to the iron.

The vessel has been lengthened 32' 6" in accordance with the attached Midship Section which was approved by the Committee in the Secy's letter of the 10 Nov 1873; and vessel on recent visit of Visitation Committee was in an advanced state.

The plating all of which at edges is double chain riveted (except garboard stake which is double riveted to keel) and at butts double chain riveted is wrought in lengths of not less than five spaces with butts properly shifted, and said plating is as follows: Garboard stake 36' x 14"; from thence to Bilge 13'; from Bilge up to

Present Condition of the

Decks	Good	Tronails Rivets Where seen	Good	Windlass and Capstan	Good & Suff ^y
Waterways	"	Breasthooks and Stemon	"	Pumps	4 Hand & 6 Steam
Comings	"	Transoms, Pointers, and Crutches	"	Boats	6 N ^o
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	From Deck
Planksheers	"	Keelsons	"	Sails	"
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of 3 B. 15. 2 K.
Topsides	"	Ceiling	"	Cables	300 fath ^s 2"
Wales	"	Rudder	"	Hawsers and Warps	"
Plating	"	Copper Cement	When put on 8/10/74	Standing & Running Rigging	"
Blank (Bottom) and Counter	"	Caulking of	"		
		Bottom, Deck, & Waterways	Where seen Good		

Engine Room Skylights **Good** Coal Bunker, Openings, Lids, &c. **Good** Scuppers **Good** Cargo and Main Hatchways **Good** Hatches **Good**General Observations, Opinion as to Class, &c. **The whole of new work is of a sound****practical description, and the vessel is throughout in good and efficient****condition in my opinion eligible to be classed 100 A 1 Three Decked****(in accordance with Secy's letter of the 10 Nov 73; and to be marked****in the Register Book. S.S. No. 1 Lth. 1874.**The Amount of Entry Fee **£ 5 : 0 : 0** received by me, **W.C.**Ext. A. Special **£ 24 : 4 : 0** 26 Oct. 1874.Certificate (if required) **£ 0 : 0 : 0**

(Travelling Expenses, if any, £)

Committee's Minute **27th October** 18**74**Character assigned **100 A 1**

Levi: 74

S.S. No. 1-74

Three Dks
W.C.

Surveyor to Lloyd's Register of British and Foreign Shipping.

This vessel appears eligible to be classed as recommended in Lloyd's Register lengthened 34 S.S. No. 1-74

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and including first stake above Lower Deck $\frac{12}{16}$ "; and plating above this height $\frac{11}{16}$ "; the Main Sheer stake is $40 \times \frac{13}{16}$ ", and Doubling inside it $30 \times \frac{12}{16}$ "; the Upper Deck Sheer stake is $50 \times \frac{11}{16}$ ", and Doubling inside it $24 \frac{1}{2} \times \frac{9}{16}$ ". The rivets through keel and garboard stake are $1 \frac{1}{4}$ "; through upper edge of garboard stake 1"; and all other rivets in plating are $\frac{7}{8}$ ", as also those in Frames and Stringer Plates. Rivets in Reverse angles $\frac{3}{4}$ ". The frames $5 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{13}{16}$ " are spaced 21 ins apart extending to Upper Deck, and reverse frames $4 \times 3 \frac{1}{2} \times \frac{9}{16}$ " which extend to heights of Upper Deck and Main Deck alternately. Floor plates $27 \times \frac{11}{16}$ ". Keel 11×3 ". The Beams of the three decks are placed over each other and attached to alternate frames, and formed with bulb iron $9 \times \frac{9}{16}$ " with double angle irons $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{7}{16}$ " on upper edge; Upper Deck stringer plate is $40 \times \frac{10}{16}$ " throughout new portion, and has attached to it a new stringer $24 \times \frac{9}{16}$ " for a length of $137 \frac{1}{2}$ ". The Main Deck stringer plate is $43 \frac{1}{2} \times \frac{13}{16}$ ", and Lower Deck stringer plate $33 \times \frac{11}{16}$ ". Throughout new portion on the several tiers of beams the plates $15 \times \frac{10}{16}$ " $14 \times \frac{11}{16}$ " $14 \times \frac{11}{16}$ " respectively have been fitted. The section has been strictly adhered to with one exception that the bilge bulb iron angle irons, angle irons on Lower Deck and Main Deck Stringer Plate instead of $6 \frac{1}{2} \times 5 \frac{1}{2} \times \frac{5}{8}$ " are $6 \times 5 \times \frac{5}{8}$ " which Builder states was only procurable, and for which compensation has been introduced as marked on Section in Red.

One new watertight bulkhead has been fitted to height of Main Deck formed of plates $\frac{7}{16}$ " thick, and stiffened by vertical angle irons $4 \times 3 \frac{1}{2} \times \frac{8}{16}$ " spaced 30 ins apart. Pillars to the various decks $2 \frac{3}{4}$ ", 3", and $3 \frac{1}{4}$ " respectively. The Upper and Main Decks are laid with Yellow Pine 4" thick with Margin Planks of Oak; Lower Deck of 3" Yellow Pine; and Upper and Main Decks entirely recaulked.

There has been erected a bridge house 6 ft in length over Engines & Boilers being open at ends, and formed of angle irons $4 \times 3 \frac{1}{2} \times \frac{7}{16}$ " spaced from 36 to 42 apart which are stiffened by fore and aft tie plates, and also by a rounded plate forming gunwale at the side $\frac{6}{16}$ " thick which is attached to the topside plating. This bridge deck is laid with 3" Yellow Pine, and wood gratings.

The wheel aft is enclosed in a small house 14 ft long, 7' 9" high, and 14' 6" wide, the sides of which are formed of $\frac{7}{16}$ " plates attached to vert. angle irons $3 \times 3 \times \frac{7}{16}$ ", and deck of 3" Y.P. laid on angle irons $5 \times 3 \frac{1}{2} \times \frac{1}{2}$ ". The after end of this house is attached to topside plating, and sides stiffened by angle irons on the outside extending to side of vessel.

New portion inside painted to turn of bilge, and ceiling of American Rock Elm, and Pitch Pine 3" thick; Ceiling battens 2" Red Pine; Rigging overhauled; and bottom coated with Red Lead, White Zinc & Tallow.

The anchors and chain cables on board vessel are as under;—

Anchor.	Wt. in Stock	Test	Wt. per Rule	Test per Rule	Remarks.
1 st Bower	39" 0" 4	35" 4" 0" 0	39" 0" 0	34" 20	Netherton Pro. Hk. M. H. Reade Supt. 1. 10. 74.
2 nd Bower	34" 2" 4	34" 3" 1" 0	34" 0" 0	33" 20	" " " 1. 10. 74.
3 rd Bower	34" 0" 10	31" 14" 0" 0	32" 1" 0	31" 20	" " " 18. 12. 69.
Stream	13" 2" 20		14" 2" 0		} Approved by Committee in Secy's letter of the 14 th Oct. 74.
1 st Kedge	6" 3" 2		11" 1" 0		
2 nd Kedge	3" 1" 10		3" 2" 0		

Chain Cables. 300 fathms. of 2" 5th. Tested to 72 Tons on 14/6/74 by S. Tregenna. Supt. Proving House Tipton 95 fathms. 1st Stream Chain Cable; 12", 9", 8", 8" Hawers each 90 fathms long.