

# REPORT of SURVEY for REPAIRS, &c.

13580  
Lengthening and change of Class

No. in Reg. Book. *No. 1944* Survey held at *Glasgow* Date, first Survey *10<sup>th</sup> March* Last Survey *5<sup>th</sup> Decr* 18*74*

*755* on the *Frt King* *Sev. Bg Iron* Master *W. H. Pearse*

TONNAGE under Tonnage Deck *1582.62*  
Ditto of Spar Deck, or Awning Deck *591.43* Built at *Glasgow* When built *1865* MONTH. *9<sup>th</sup>*  
Ditto of Poop, or Raised Qr. Dk. *4.06* Owners *W. Ross & Coy.* Port belonging to *Glasgow*  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *2178.11* Residence *73 Gordon Street Glasgow*  
Crew Space, as per Rule *65.12* By whom built *A. & S. Inglis* Destined Voyage *Clyde to Bombay*  
Register Tonnage, out on Beam  
Engine Room *405.97* If Surveyed Afloat or in Dry Dock *On Pointhouse Slip & Afloat*  
Reg. Tons as St mer, out on Bm. *1706.98*

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. *1* Character in Register Book. *A I 1/70*  
Last Survey, No. *7653* Port *Iron* Classed *Awning Dk*

REPAIRS, OR EXAMINATION AS PER RULE *Now lengthened about 60 feet amidships in accordance with approved sketch of section herewith, and Secretary's Letter of 23<sup>rd</sup> April 1873 with a view to be changed in class from A I awning decked to 100 A I spar decked*

*Main deck stringer increased to 60 ins in breadth tapering to former breadth at  $\frac{3}{5}$  length, the rounded gunwale plate and the strake of plating above the main sheerstrake doubled with  $\frac{1}{16}$  plating, or  $\frac{3}{4}$  length, a stringer of double angle iron  $5\frac{1}{2} \times 4\frac{1}{2} \times \frac{9}{16}$  fitted below the lower deck carried as far forward and aft as practicable and an angle iron fitted on the rounded gunwale plate against the waterway, the beams of spar deck strengthened with angle iron  $3 \times 2\frac{1}{2} \times \frac{5}{16}$  - all the other scantlings and arrangements introduced in the lengthened part conform with those before in the vessel and in general conformity with the Rules, Flat of spar deck of 3 in Pine lengthened portion of Main*

(P. J. G.)

Present Condition of the	Good	Timber	Rivets	Good	Windlass and Capstan	Good
Decks	Good	Breasthooks and Stems	do	do	Pumps	do
Waterways	do	Transoms, Pointers, and Crutches	do	do	Boats	<i>2 new life boats, now 6 in all, Good</i>
Comings	do	Timbers of the Frame at the openings	do	do	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	do	Ditto Ditto at other places	do	do	Condition, how ascertained	<i>By survey</i>
Lower Deck Beams & Fastenings	do	Keelsons	do	do	Sails	<i>Two suits, good</i>
Planksheers	do	Clamps and Shelves	<i>Securities</i>	do	Anchors	No. of <i>3 B. 1 S. 2 H.</i>
Sheerstrakes	do	Ceiling	do	do	Cables	<i>Complete</i>
Topsides	do	Rudder	<i>Now New</i>	do	Hawsers and Warps	<i>Well Found</i>
Ad Counter	do	Paint	When put on <i>1874</i>	do	Standing & Running Rigging	<i>Wire &amp; Hemp</i>
Engine Room Skylights	<i>Good</i>	Caulking of	do	do	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	do	Hatches	<i>Good</i>
General Observations, Opinion as to Class, &c.						

*The requirements per Secretary's Letter as above have been satisfactorily carried out and the Equipment having been supplied to conform with the increased size of the vessel, it is respectfully submitted she is eligible to be classed as contemplated 100 A I spar decked and marked S. S. No 3 - 1874*

The Amount of Entry Fee ... £ *5* : : : received by me, *Sam. Laphorn*  
Special ... £ *45* : : : *1874*  
Certificate (if required) ... £ : : :  
(Travelling Expenses, if any, £

Committee's Minute *11<sup>th</sup> December 1874*

Character assigned *100 A I*  
*2 Dks. & Spar Dk*  
*Lengthened*  
*M. C. S. S. No 3 - 74*

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

*Lloyd's Register Foundation*

120459-0223



13580 Ton

deck 4 in Pitch Pine. Ceiling all new in main hold and Coal bunkers, in 2<sup>nd</sup> fore hold all lifted and mostly renewed, in fore and after holds lifted and renewed where necessary. Waterway scraped.

All former floors, frames, plating and securities chipped and cleaned, found not to have wasted; the whole painted, and cemented where-ever necessary.

New Rudder, main piece  $7\frac{1}{4}$  to  $3\frac{3}{4}$  made to conform by Rule to increased size of vessel - New Steering Gear provided to steer by Steam as well as by hand - New Windlass Emerson & Walker's Patent - New House Pipes - Pumps overhauled and made good

Is now rigged as a Brig, New Foremast of Oregon Pine, the main Mast was formerly the Mizzenmast, New Bowspout of Pitch Pine - Rigging overhauled and made good

Spar deck caulked all over and main deck where necessary - The workmanship is of good quality

Erections on deck - Wheel House  $10 \times 9 \times 3 \times 7 \times 6$  - Galley  $9 \times 7 \times 6 \times 8 \times 6 \times 8$  - Chart Room  $14 \times 6 \times 11 \times 10 \times 7 \times 0$

The amended Register Tonnage is as shown the other side

Registered Dimensions Length 305.6, Breadth 34.1, Depth  $\frac{28.35}{21.55}$

No of Bulkheads - Five

Equipment - 27755 Numeral for increased dimensions

	Fathoms	Inches	Test per Certificate	Length days reg. 2 per Rule	Test reg. 2 per Rule	Anchors	No.	Weight Ex-stock	Test per Certificate	Weight reg. per Rule	Test per Rule
Cables &c.						Bowers	1	36.0.24	33.5.2.14	34	31 $\frac{15}{20}$
Chain	27 $\frac{1}{2}$	1 $\frac{1}{2}$	63 $\frac{1}{4}$	270 - 1 $\frac{14}{16}$	63 $\frac{1}{4}$		1	34.0.22	31.15.1.7	34	31 $\frac{12}{20}$
	Tested at Glasgow 14 <sup>th</sup> Sept 1874 by W. Frazer and at Dithkilton 31 <sup>st</sup> Dec by M. L. Peade Breaking strain applied to 3 links cut out of each length of 15 fathoms 83 $\frac{1}{2}$ tons						1	31.1.0	29.11.1.0	28.3.17	27 $\frac{16}{20}$
								Tested at Glasgow 16 <sup>th</sup> 18 <sup>th</sup> 19 <sup>th</sup> Sept 1874 by Wm. Frazer			
Iron Steamers Cable	90	1 $\frac{1}{8}$		90 - 1 $\frac{3}{16}$ or 90 - 11 in		Stream	1	12.2.0		13 $\frac{15}{16}$	
Hawsers	90	7 $\frac{1}{2}$		90 - 11		Kedge	1	6.2.0			
"	90	7	✓	90 - 7 $\frac{1}{2}$		"	1	5.1.22	✓	5 $\frac{1}{4}$	
	270	6									
	90	12									

Engines compounded, New Boilers - Power of Engines 250 Horses

Saml. Laphorn  
Master



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