

15581

REPORT of SURVEY for REPAIRS, &c.

R. 21/12/1875 to 1/1/1876
from Glasgow

No. in Reg. Book.	No. 399.	Survey held at <u>Nive Scheldt</u>	Date, first Survey <u>17 December</u>	Last Survey <u>18 December</u> 1875
886	on the Steam Sailing Tug "Colinda,"			
TONNAGE under Tonnage Deck	1301.58	Built at <u>Glasgow</u>	When built	1872 10th
Ditto of Spar Deck, or Awning Deck	669.8	Owners <u>Danaldson Brothers</u>	Port belonging to <u>Glasgow</u>	
Ditto of Poop, or Raised Qr. Dk.		Residence <u>Glasgow</u>		
Ditto of Houses on Deck	30.76	By whom built <u>Barclay</u>	Destined Voyage <u>Antwerp-Glasgow</u>	
Ditto of Forecastle		If Surveyed Afloat or in Dry Dock <u>when a ground & afloat.</u>		
Gross Tonnage	2001.42			
Crew Space, as per Rule	64.31			
Register Tonnage, cut on Beam				
Engine Room	640.45			
Reg. Tons as St'mer, cut on Bm.	1296.66			
Length of Poop	ft. Ditto, Forecastle about 16 ft. Ditto, Raised Quarter Deck	ft.	Years assigned.	Character in Register Book.
Last Survey, No.	<u>11532</u>	Port <u>Iron</u>		Classed <u>100 A 1</u> <u>6 73</u>

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

This Vessel left Antwerp on the 16th instant about 5 a.m. bound to Glasgow in ballast when steaming down the river Scheldt in charge of a Belgian Governmental Pilot she was ashore near Yillo, about 12 miles below the port of Antwerp. On the 17th in the morning I was informed that the Ship was still aground and that the Master wished me to come aboard, I went down the river and found the Steamer stranded about a mile southward of Yillo - where I got on board the Captain declared, that the ship came ashore the day before at 7.30 a.m. on account of the hazy weather and that the ship had not answered the helm quite quick enough, that he then had done every thing in his power and the ship longed power, to get the ship afloat without other assistance but that he unfortunately not had been successfull, and that he then had thought it adviseable and his duty to employ Tugs to tow the ship off the ground; that the said Tugs had worked two tides without success.

Present Condition of the

Decks	good
Waterways	"
Comings	"
Upper Deck Beams & Fastenings	"
Lower Deck Beams & Fastenings	"
Plankshears	"
Sheerstrakes	"
Topsides	"
Wales	"
Plank (Bottom) and Counter	"

Treenails	Pinets	good
Breasthooks and Stemson	"	"
Transoms, Pointers, and Crutches	"	"
Timbers of the Frame at the openings	"	"
Ditto	Ditto at other places	"
Keelsons	"	"
Clamps and Shelves	"	"
Ceiling	"	"
Rudder	"	"
Copper	When put on	"
	Caulking of	"
	Bottom, Deck, & Waterways	good

Windlass and Capstan	repaired
Pumps	good
Boats	"
Masts, Yards, &c.	"
Condition, how ascertained	"
Sails	"
Anchors	No. of 2 Piners 1 Sh. 1 Hydro
Cables	complete
Hawsers and Warps	broken shaped
Standing & Running Rigging	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. This Vessel has been carefully examined as good as this could be done stranded or afloat and I am of opinion that she is in good condition to perform the voyage from Yillo to Glasgow in perfect safety, but recommended, that the ship should be placed in dry dock after arrival in Glasgow for examination of bottom.

The Amount of Entry Fee ~~per head £~~ : : received by me,
Extra attendance and travelling - Special £ 20 : " : 18/12/1875.

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

Certificate (if required) £ : : Travelling Expenses, if any, £ : :

Committee's Minute 24th December 1875.

Character assigned

Deferred until tomorrow Glasgow 24/12/1875



and that he then had ordered his crew to throw some of the Ballast overboard and would now be glad to advise & assist him to get the Ship off the ground; On examination of the position of the Ship I found that she was lying on about level Keel on hard ground on said ground about 18 inches soft mud, and the position of the Ship consequently not very dangerous; but as the tides were breakers off, the position could become more dangerous where she ought to lay there fore another 4 or 5 days, I advised the Master to blow the boilers down and to throw as much ballast as ever possible, so as to lighten the Ship. The Boilers then were blown down and extra men employed to discharge ballast the whole day out of few and aft hatches. At 6 p.m. the Lifeboats were ordered by the Pilot to commence their work and at 7th 30' the Ship got afloat (about high water) and anchored in a safe place; at 8th 30 p.m. sounded the pumps in all compartments and found that the Ship made no water, at go' clock I left the Ship.

On the 18th early in the morning started for Antwerp and arrived on board at 9 a.m. I sounded all the pumps and found the Ship tight, then examined all the compartments carefully but ^{found} no damage or staining whatsoever, an examination of the equipment found one Broken shot pistol according to Masters declaration was last coming up the river Scheldt bound to Antwerp last, when trying to get the Ship off the ground; one Hedge; parted three times a 11" Hawsers, parted and shaped a 7" and a 5" Marp, and destroyed several ropes of less size, and the Windlass a little damaged on starboard side caused by the Chain when letting go the Anchors but this damage is of very small importance. The Ship were supplied with ballast in place of that which had been thrown overboard; with a new manilla 7" Hawsers and had the Windlass repaired by the Ships Engineers, and then proceeded on her voyage at the 18th inst. 1^h 45' p.m.

Antwerp the 20 December
1875.