

(Iron) 16595
REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 3664** Survey held at Middlebro' Date, first Survey 1st June Last Survey 6th July 1876
on the S. S. Acklam Master Hancy
Tonnage 3078 built at Middlebro' When built 1876 - 3 mo
By whom built Messrs R. Dixon & Co Owners Messrs Rayner & Murray
Port belonging to Middlebro' Destined Voyage Baltic & Coasting
If Surveyed Afloat or in Dry Dock on patent ship
Last Survey, No. 16347 Port Iron Classified 90A - 5.36

REPAIRS, OR EXAMINATION AS PER RULE Damage

Found two stiffening bars to coal bunker bulkheads broken and bulkheads very much buckled, boiler lifted about 1/2 inch, recommended the vessel to be placed on patent ship for further examination, and to make good the following defects -

The whole of the flooring plates in Engine & Boiler room taken up and replaced. 5 shell plates under bulge on Starboard side removed, re-rolled and replaced, and one on Port side, 6 floors strengthened with plates 7 feet long by 7/16", and 3 frames doubled and 2 reverse bars strengthened. Coal bunker bulkhead & stiffening bars repaired. The whole of the cement in Eng. & Boiler room put off.

Present Condition of the

| | | |
|---|---|---|
| Decks <u>good</u> | Transoms <u>good</u> | Windlass and <u>Winches</u> <u>good</u> |
| Waterways <u>putter good</u> | Breasthooks and Stenson <u>good</u> | Pumps <u>5" 1"</u> <u>"</u> |
| Comings <u>good</u> | Transoms, Pointers, and Crutches <u>"</u> | Boats <u>3</u> <u>"</u> <u>"</u> |
| Upper Deck Beams & Fastenings <u>good</u> | Timbers of the Frames at the openings <u>"</u> | Masts, Yards, &c. <u>good</u> |
| Lower Deck Beams & Fastenings <u>"</u> | Ditto Ditto at other places <u>"</u> | Condition, how ascertained <u>on deck</u> |
| Planksheers <u>"</u> | Keelsons <u>"</u> | Sails <u>good</u> |
| Sheerstrakes <u>good</u> | Clamps and Shelves <u>"</u> | Anchors No. of <u>3 B. 1 S. 2 K.</u> |
| Topsides <u>good</u> | Ceiling <u>good</u> | Cables <u>not seen</u> |
| Wales <u>"</u> | Rudder <u>good</u> | Hawsers and Warps <u>good</u> |
| Plating (Bottom) and Counter <u>good</u> | Copper <u>BK Vermish</u> When put on <u>now</u> | Standing & Running Rigging <u>good</u> |
| | Caulking of <u>good</u> | |
| | Bottom, Deck, & Waterways <u>good</u> | |
| Engine Room Skylights <u>good</u> | Coal Bunker, Openings, Lids, &c. <u>good</u> | Scuppers <u>good</u> |
| | | Cargo and Main Hatchways <u>good</u> |
| | | Hatches <u>good</u> |

General Observations, Opinion as to Class, &c. The above repairs having been satisfactorily performed, and the vessel being now in good condition and is in our opinion eligible to remain as classed viz. 90A -

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me, S. M. G.
Special Certificate (if required) Damage Report £ 5 : 0 : 0 21st July 1876
(Travelling Expenses, if any, £ 3 : 3 : 0)
Committee's Minute 25th July 1876
Character assigned 90A - 5.36
DBM

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



© 2019

Lloyd's Register Foundation

IRON467-0136

16595. Iron.

removed and ceiling in coal bunkers - tested the shell
rivets and defective ones removed, butts recaulked
and the cement renewed. Rivets in keel & garboards
renewed for a length of about 66 feet, and to com-
pensate for the straining the vessel had received,
an additional bulge keelson was worked on each
side of the ship extending thro' engine & boiler room
and 4 frame spaces into the fore and after tanks
formed of built iron $7\frac{1}{2} \times 8\frac{1}{2}$ worked between double
angles $4 \times 3 \times 8\frac{1}{2}$ riveted to the reverse bars.

Upper deck recaulked, bottom scraped and re-
coated with black varnish and the painting
in the engine & boiler rooms restored and the wood
lockers repaired.

J.W.S.



© 2019

Lloyd's Register
Foundation