

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 3771** Survey held at Middlesbrough Date, first Survey 9/12/76 Last Survey 16/2/1877

744 on the Sew. Sr. "Andalusia" Master H. Curtis

Official Number 47828  
 Tonnage under Tonnage Deck 245  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 266  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St mer, cut on Bm. 181  
 Built at Mryhill When built 1863 YEAR. MONTH. 10  
 Owners W. J. Armstrong Port belonging to Glasgow  
 Residence Middlesbro'  
 By whom built Swan Destined Voyage Grangemouth  
 If Surveyed Afloat or in Dry Dock On the slip of Messrs. Craggs & Son.

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 1 Character in Register Book. A. 1

Last Survey, No. 16814 Port Iron S. S. L. No. 3-74 9.76

REPAIRS, OR EXAMINATION AS PER RULE due to damage by grounding.

45 plates of bottom ranging greater part of vessels' length and from bilge to bilge removed - 27 of the above replaced with new and 18 reset - a large number of keel rivets replaced with new - aftermost length of bar keel replaced with new - stern post forging removed and the whole of the lower portion to a height of 2 feet up the posts replaced with new and welded - the stern post forging then replaced - In Main Hold 18 floors replaced with new in 2 lengths - About half the length of each of 5 other floors replaced with new - in all cases the laps of floors are well shifted, <sup>and well riveted</sup> - On starboard side of vessel 8 frames also on port side 8 frames replaced with new from upper turn of bilge to about 3 feet beyond the middle line - On starboard side 13

P. J. O.

Present Condition of the			
Decks <u>good</u>	Freeboards <u>good</u>	Windlass and Capstan <u>good</u>	
Waterways <u>do</u>	Breasthooks and Stemson <u>do</u>	Pumps <u>do</u>	
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Boats <u>do</u>	
Upper Deck Beams & Fastenings <u>do</u>	Timbers of the Frame at the openings <u>do</u>	Masts, Yards, &c. <u>do</u>	
Lower Deck Beams & Fastenings <u>do</u>	Ditto Ditto at other places <u>do</u>	Condition, how ascertained <u>from Deck</u>	
Planksheers <u>do</u>	Keelsons <u>do</u>	Sails <u>good</u>	
Sheerstrakes <u>do</u>	Clamps and Shelves <u>do</u>	Anchors No. of <u>2 B. 1 L. 1 K</u>	
Topsides <u>do</u>	Ceiling <u>do</u>	Cables <u>good</u>	
Wales <u>do</u>	Rudder <u>do</u>	Hawsers and Warps <u>do</u>	
Plating <u>do</u>	Copper <u>do</u>	Standing & Running Rigging <u>do</u>	
Plank (Bottom) and Counter <u>do</u>	Caulking of <u>do</u>	Cargo and Main Hatchways <u>do</u>	Hatches <u>do</u>
Engine Room Skylights <u>good</u>	Bottom, Deck, & Waterways <u>good</u>		
Coal Bunker, Openings, Lids, &c. <u>do</u>	Scuppers <u>do</u>		

General Observations, Opinion as to Class, &c.

Vessel is in good and efficient condition and eligible to remain as classed.

The Amount of Entry Fee £ 0 : 10 : 0 received by me, J. H. Truscott  
 Special £ 5 : 5 : 0 21 Feb 1877  
 Damage report and survey £ 3 : 3 : 0  
 Certificate (if required) £ 3 : 3 : 0  
 (Travelling Expenses, if any, £ 0)  
 Committee's Minute 23<sup>rd</sup> February 1877  
 Character assigned B



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IRON 70-0263



17843 Iron

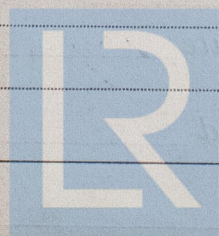
frames and on port side 19 frames doubled about 12 to 15 feet each — About 10 to 15 feet length of each of 17 reverse frame angle irons starboard side and of 10 port side replaced with new — All frames in way of damaged plates fired and straightened where bent —

Springer angle irons on top of floors in main hold re-riveted and 2 new lengths worked at lower turn of bilge each side —

In Main Hold a middle line keelson has been added standing on top of floors — size  $12" \times \frac{5}{16}"$  — double angles top and bottom  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$  — also rider plate  $7" \times \frac{5}{16}"$  — all the intercostal plates beneath this keelson re-riveted — pillars to beams re-forged and 3 replaced with new — cement renewed — about one third of ceiling main hold is new.

~~Wm. Minnick~~

J. H. Truscott.



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