

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4465** Survey held at **Glasgow** Date, first Survey **1st Feb** Last Survey **29th May** 1877

on the **Iron** **SS** **State of Virginia** (Banded) Master **Moodie**

Official Number **6433**

TONNAGE under Tonnage Deck **1717**
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **2473**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. **1594**

Built at **Glasgow** When built **1873** 3
 Owners **State Steam S. Co. Ltd** Port belonging to **Glasgow**
 Residence **4 Clyde St**
 By whom built **John J. Mac S. & Co. Ltd** Destined Voyage **Cly. New York**
 If Surveyed Afloat or in Dry Dock **Govan graving dock and Afloat**

Length of Poop **—** ft. Ditto, Forecastle **—** ft. Ditto, Raised Quarter Deck **—** ft. Years assigned. **100 A1** Character in Register Book. **4.76**

Last Survey, No. **16181** Port **Glasgow**

REPAIRS, ~~OR~~ EXAMINATION AS PER RULE for **SS No 1**

Repairs of damage. The Stern frame forging taken out, rewelded where cracked, and replaced, together with new side and arch plates on each side. The rest of the wood end plates on the port side refitted, and outside buttstraps added on both bow plates and one on the plate below on the port side. The rudder frame and plating also renewed. One plate in topsides on port quarter renewed and three frames there cut and shifted.

Repairs for strengthening. Nine outside buttstraps added on garboard stake amidships on starboard side and two on flat of bottom, eleven buttstraps on garboard stake on port side, and three on flat of bottom. Two ^{new} plates on the starboard bow, ahead of panting stringer, four ^{new} plates 24 x 7/16 added on alternate beams next aft the collision bulkhead, extending from the lower deck beams down, crossing over the keelson and connecting to the frames as low down as practicable, stiffened on their inside edges with angle irons from the panting stringer down.

Present Condition of the

Decks new open deck	Good	Transoms	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	from the deck
Plank sheers	"	Keelsons	"	Sails	said to be complete
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of 3 B 1 S 2 H
Topsides	"	Ceiling	"	Cables	300 fathoms
Wales	"	Rudder new	"	Hawsers and Warps	sufficient
Plates (Bottom) and Counter	"	Copper Cum When put on 1873	"	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of	"	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	Hatches	Good
Scuppers	Good				

General Observations, Opinion as to Class, &c.

This vessel is now in good and efficient condition eligible to remain as classed **100 A1** and she is noted **SS. Cly. No 1-77**

The Amount of Entry Fee ... £ **3** : " : " received by me, **W. J. Mac S.**
 Special ... £ **10** : **10** : " June 1877
 Certificate (if required) ... £ " : " : "
 (Travelling Expenses, if any, £ " : " : ")

Committee's Minute

Character assigned

12th June, 1877.

100 A1

SS. No 1-77

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

W. J. Mac S.
 Lloyd's Register
 Foundation

IRON 472-0268

18612 Iron.

Down

and with hull iron from thence to lower deck beams. loose rivets in floor ends renewed, and brackets added where frames were cracked; most of the rivets in the frames from ^{above} the panting stringer to the foreward strake renewed in the range of the web plates, the deep heart hook plate in forepeak now attached between the frames. to the shell plating, two cross tie plates added below and one cross tie plate and a pair of web plates from the heart hook up to the lower deck beams. and a number of rivets renewed in the frames in the forepeak. An intercostal, panting stringer with double, and attaching angle irons now added in after hold, with two web plates at alternate beams next before the after bulkhead, and extended across the keelson similar to those in the fore hold; three panting beams added. the after bearing stool connected across to the frames. three other cross tie plates added between the stool and the after bulkhead, most of the frame rivets and some in the reverse here renewed in this range, and bracket plates and angle irons added where the frames were cracked or loosened from the floor plates; abaft the after bulkhead three cross tie plates have been added above and below the shaft tube. the transom plate increased in depth at the middle line, two brackets added on each side of stern post and connected to the frames of the counter, part of the two after frames shifted and renewed. The spar deck taken up. the deck plating extended forward and aft, as per tracing appended the stringer plate on each side for the length of twenty feet in the way of the side houses doubled, as also the butt straps of the original portion of the iron deck in the same range, a doubling tie plate also added on each side extending from before the boiler hatch to abaft that of the engine room and these hatches reconnected to the iron deck, one butt of sheer stake on the port side riveted. the flat of the spar deck renewed with four inch yellow pine. The plating outside scraped and beaten clean. the ceiling from hatches to keelson lifted. the plating and frames repainted and the cement in the bottom repaired, and so completing the S.S. No. 1.

The chain cables ranged, and the rest of the outfit examined -

W. S. Thompson



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Foundation