

REPORT

SURVEY for REPAIRS, &c.

No. *12766* Survey held at *Newcastle* Date, first Survey *Oct 8th* Last Survey *November 9th 1877*
 on the *Iron S.S. Colphinstone* Master *Beale*
 Tonnage under Tonnage Deck *1701* Built at *Newcastle* When built *1874* YEAR. MONTH. *Oct 8*
 of Spar Deck, or Avoing Deck *1776* Owners *Hutchinson & M. Intyre* Port belonging to *Newcastle*
 of Poop *1146* Residence *Quayside Newcastle-on-Tyne*
 of Raised Qr. Dk. *1146* By whom built *Palmer* Destined Voyage *Palmer's dry dock*
 of Houses on Deck *1146* ☒ Surveyed Afloat or in Dry Dock
 of Forecastle *1146*
 of Tonnage *1146*
 of Space, as per Rule *1146*
 of Register Tonnage, cut on Beam *1146*
 of Engine Room *1146*
 of Tons as St'mer, cut on Bm. *1146*

Length of Poop *✓* ft. Ditto, Forecastle *32* ft. Ditto, Raised Quarter Deck *✓* ft. Years assigned. *90 A1*
 Character in Register Book. *677*
 Last Survey, No. *19707* Port *Iron* Classed *GOAL*

REPAIRS, OR EXAMINATION AS PER RULE. *Damage repairs & S.S. No. 1*
The whole of the temporary repairs effected at Quebec, described in Mr. Coker's report No. 1055, now removed; The deck planking at the fore part of the vessel taken up and renewed; all ceiling removed from the top of the water ballast tanks; all lockers and fittings at the fore end removed; the Stem entirely renewed; On the port side nine new frames & reverse bars now fitted from Keel to gunwale; three frames shifted and scarphed; twenty five new plates fitted; two new stringer plates on the main deck, and two on the lower deck now fitted; On the port side aft four plates taken off B strake, and one off C strake, these plates straightened and refitted; On the Starboard side forward, three new frames and reverse bars fitted, nine frames and reverse bars over.

Condition of the	<i>Good</i>	Transoms <i>Pivots</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
ways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
ings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>do</i>
er Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
ver Deck Beams & Fastenings	<i>do</i>	Ditto Ditt. at other places	<i>do</i>	Condition, how ascertained	<i>by examination</i>
anksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	} <i>Complete</i>
erstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	
des	<i>do</i>	Ceiling	<i>do</i>	Cables	
es	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	
(Bottom) and Counter	<i>do</i>	Copper <i>paint</i> When put on	<i>none</i>	Standing & Running Rigging	<i>Good</i>
ine Room Skylights	<i>Good</i>	Caulking of		Cargo and Main Hatchways	<i>Good</i>
Coal Tanker. Openings, Lids &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Scunnery	<i>Good</i>				

General Observations, Opinion as to Class, &c. *All the requirements of the S.S. No. 1 have been complied with, and the repairs described above properly effected. She is now in good and efficient condition and in my opinion eligible to remain as classed, and to be marked S.S. No. 1, 1877.*

Amount of Entry Fee *£ 3* received by me, *T. Young*
 Special Certificate (if required) *£ 3* *20 Nov 1877*
 Voluntary Expenses, if any, £ *1.1.0*
 Committee's Minute *30th November, 1877.*

Character assigned *Lloyd's Register*
 Surveyor to Lloyd's Register of British and Foreign Shipping. *T. M. Overby*
 Herewith return Quebec report No. 1055. *20/11/77.*

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bars shifted and scarphed; sixteen plates fitted the after end two new plates fitted on to stroke; for a new stringer plate on the main deck, and one on the lower deck now fitted; the collision bulkhead renewed from keel to the upper deck; all the floors and breaststake of this bulkhead renewed; the port house pipe renewed, and the starboard one refitted; cat davit sockets renewed; sixteen feet cut off after tank top, four renewed and twelve straightened and refitted, one plate under the shaft tunnel taken off, and refitted, tank girders and wash plates taken out, and refitted; the centre line keelson under the main mast refitted twelve floors taken out and renewed; twelve frames, and reverse bars renewed in the tank, six frames and reverse bars repaired; ballast pipes removed and refitted; the side of tunnel straightened and repaired; shaft bearers repaired; rudder lifted and repaired, the steering gear overhauled, new pinion sheave fitted; sluice valves overhauled and repaired; cement examined repaired, and renewed in way of the damaged parts; pumps overhauled and the fittings renewed the whole of the inside ironwork throughout the vessel, including the coal bunker, chipped, cleaned and repainted; all the riveting overhauled, defective rivets renewed in lands & butts the beams before collision bulkhead renewed and repaired; the stanchions straightened and refitted; all the fastenings in the main and upper decks overhauled, and made good where necessary; the upper deck, and forecastle deck plating recaulked throughout; the top of water ballast tanks cleaned and coated with tar and cement, and the ceiling refitted, and tanks were satisfactorily tested in my presence; cables removed from the locker, and with the anchors examined; the cabin and all berths repaired and repainted; side lights and ventilators renewed or repaired; new shifting boards fitted fore & aft; and the bottom cleaned and repainted.

T. M. Overby



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