

215/73

REPORT of SURVEY for REPAIRS, &c.

Re 26/8/78

No. 155 Survey held at Calcutta Date, first Survey 5<sup>th</sup> May 1878 Last Survey 20<sup>th</sup> June 1878  
on the Barque Florence Master Houston  
Tonnage 809 built at Grangemouth When built 1869  
By whom built Adamson Owners Adamson & Donaldson  
Port Belonging to London Destined Voyage Australia  
If Surveyed Afloat or in Dry Dock both  
Last Survey, 18878 Port Calcutta  
Classed Years assigned Character in Register Book.  
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PAIRS, OR EXAMINATION AS PER RULE

This vessel having unfortunately grounded at the top of the springs at the Hulse river, on her passage up the Hooghly, remained on shore occasionally bumping very heavily for the space of 11 days, at the expiration of that time having dismantled and discharged nearly all her ballast she was towed off after experiencing much difficulty, her windows, winches and decks being broken and strained to a great extent - she has been placed in dry dock and has undergone the following repairs - Ship scraped from keel to gunwale for examination of rivetting and afterwards well coated with 1 coat of red lead and three - linary coats of paint (Red and white lead) One <sup>extra</sup> coat of lead colour and black being given to the - All keel and stem rivets thoroughly examined - all slack rivets removed and replaced by sound ones - stem nearly up to the light water mark being a good deal rubbed at the edges as well as the fore foot - fore part of the fore length of keel has been shod with the lowermost plate iron 1/2 inch by 14 inches - One - immediately abaft the starboard fore rigging having been found badly cracked has been removed and - by sound lowermost iron, the whole of the butts of the plating of the bottom and bilges showing slight

good where seen	Treenails	good where seen	Windlass and Capstan	good
Do	Breasthooks and Stenson	"	Pumps	in good order
"	Transoms, Pointers, and Crutches	"	Boats	4 all sound
Beams & Fastenings	Timbers of the Frame at the openings	"	Masts, Yards, &c.	good
Beams & Fastenings	Ditto Ditto at other places	"	Condition, how ascertained	by examination
Plating	Keelsons	"	Sails	2 sets
Crakes	Clamps and Shelves	"	Anchors No. of	3 bows 1 stream 2 Kedges
Sides	Ceiling	"	Cables	240 fms bow 60 fms stream
Stiles	Rudder	good + well hung	Hawsers and Warps	5 assorted
Bottom (Bottom) and Counter	Copper Paint When put on	June 1878	Standing & Running Rigging	all good
	Caulking of			
	Bottom, Deck, & Waterways	good		

Engine Room Slightly Overhauled, Openings, Lights, &c. Scuppers good Cargo and Main Hatchways good Hatches good  
General Observation, Opinion as to Class, &c. A strong well built iron vessel, has just undergone the above repairs principally rendered necessary by the late stranding and is in my opinion fit to be retained on the Register as classed.

The Amount of Entry Fee ... £2 : : received by me, }  
Special ... £8 :0 :0 £10. 5. 0 1878 }  
Certificate (if required) ... £0 :5 :0 (Certificates to be sent to the Owners at Home)  
(Travelling Expenses if any, £ )  
Committee's Minute 27th August, 1878  
Character assigned

R. Stewart

Surveyor to Lloyd's Register of British and Foreign Shipping.  
Port of Calcutta  
The 23 July 1878.

The lifting of the ...  
Lloyd's Register  
Foundation

1879-0469



21573 Iron

signs of weeping have been reinforced and recemented, the rivetting being sound - The bolts fore and aft have been cleaned and the cement where it appeared cracked or broken has been removed, has had the rivetting well examined and best portland cement (white Bros) has been used to replace that so removed - The vessel has been thoroughly cleaned inside for examination and has been painted throughout - The rudder being slightly bent at the heel from hard bumping has been unshipped, has had braces and pintals examined and re-brushed - The locking-plate has been rivetted but the slight bend has been left in the heel of the rudder until arrival at Idome, as it does not interfere with the steering - The screw steering purchase has been unshipped, taken to pieces and repaired - A new stuffing box and gland have been fitted to the rudder - All outer plating about the stern damaged by hawsers have been renewed as necessary - The Cabin bulkheads and panneling, the wood work of which was started and in many places cracked by the heavy thumping have been repaired as necessary and the Cabin repainted - The pipes to the water closets and bath rooms which were burst have been renewed - 8 of the glasses in side scuttles being smashed have been renewed and the poop skylights repaired - The decks throughout have been recaulked - The main winch which was strained in assisting to float the vessel has been put in order - The port main topgallant-rail has been renewed along a distance of 40 feet - The Cant of the deck house have been rebolter and the mountings repaired - The windlass being much strained has with its fittings been taken down, repaired and replaced - About 1006 feet of deck planking being cut into and chafed has been renewed - 2 new chain Compressors have been fitted, the old ones having been rendered unserviceable - New inner flanges have been fitted to the h pipes - The patent Capstan on the forecastle having been much strained has been put into good order, the portion of the forecastle deck immediately around the windlass lifts having been started and has been renewed - One new stream anchor has been supplied and a new stock made for 2 beam bower anchors - 2 new boats have been supplied and the vessel has had a large fit out of hanking lines, warps &c to replace those necessarily destroyed whilst strenuous endeavours were being made to get her afloat.

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*Classing Committee*