

REPORT of SURVEY for REPAIRS, &c.

No. *4829* Survey held at *Glasgow & Glasgow* Date, first Survey *24th May 79* Last Survey *14th March 1879*
 Reg. Book. *1473* on the *Iron Screw Steamer 'Andalusia'* Master

Official Number *4829*
 Tonnage under Tonnage Deck *250.40*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk. *29.92*
 Ditto of Houses on Deck *5.41*
 Ditto of Forecastle Hatches *3.00*
 Gross Tonnage *288.81*
 Crew Space, as per Rule *17.89*
 Register Tonnage, cut on Beam
 Engine Room *111.34*
 Reg. Tons as St' mer, cut on Bm. *139.50*
 Length of Poop — ft. Ditto, Forecastle *15 1/2* ft. Ditto, Raised Quarter Deck *31 1/4* ft.
 Built at *Manhill* When built *1863*
 Owners *W J Armstrong* Port belonging to *Glasgow*
 Residence *3. Royal Exchange Court.*
 By whom built *Iron* Destined Voyage *Cly.*
 If Surveyed Afloat or in Dry Dock *on the ground and in Kelvinhaugh Slip*
 Dimensions *147.7 x 19.85 x 11.7*
 Last Survey, No. *18718* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *Lengthening and S.S. No 1*
 SS No *79 No 3-74*
 Years assigned *6.77*
 Character in Register Book *S*

As approved per Secretaries letter dated 31st May 1878. The after end of the vessel has now been cleared away for the purpose of lengthening her there 10 feet. The stemposts altered, 13 new frames and part of 2 others renewed and refitted. and all the after plating renewed. The deck stringer plate increased in breadth 1 1/2 inches extended forward and aft, an additional stringer fitted between bilge and deck formed of double angle iron 4 x 5 x 9/16 extending from the waterballast tank in the fore end to the stern. With a bulk head 6 x 9/16 between the angle iron for 10 feet. The keelsons extended, the engine floor rearranged, the waterballast tank forward lengthened 9' 1" making it now 20' 6" in length, the same efficiently strengthened and fitted with a middle line bulkhead. The tank refitted as required by the rules. The original raised quarter deck completed with a break aft. making its entire length 51' 3". The deck part renewed and the whole calked, the

Present Condition of the
 Decks *Good*
 Waterways
 Comings
 Upper Deck Beams & Fastenings
 Lower Deck Beams & Fastenings
 Planksheers
 Sheerstrakes
 Topsides
 Walls
 Plank (Bottom) and Counter
 Engine Room Skylights *Good* Coal Bunker, Openings, Lids, &c. *Good* Scuppers *Good* Cargo and Main Hatchways *Good* Hatches *Good*
 General Observations, Opinion as to Class, &c.
 Treenails *Good*
 Ribs *Good*
 Breasthooks and Stemson
 Transoms, Pointers, and Crutches
 Timbers of the Frame at the openings
 Ditto Ditto at other places
 Keelsons
 Clamps and Shelves
 Ceiling
 Rudder *Refitted*
 Copper *Cen* When put on *77.8.79*
 Caulking of
 Bottom, Deck, & Waterways *Good*
 Windlass and Capstan *Good*
 Pumps
 Boats
 Masts, Yards, &c.
 Condition, how ascertained *examined*
 Sails *said to be complete*
 Anchors No. of *2 B - 1 S - 1 K*
 Cables *180 fathoms*
 Hawser and Warps *Good*
 Standing & Running Rigging

This vessel is now in good and efficient condition - eligible to be classed *G.O.A.T.* and to be noted *S.S. Cly No 1. 79*

The Amount of Entry Fee ... £ *10* : *10* : *0* received by me, *W J Armstrong*
 Special ... £ *6* : *6* : *0* April 1879
 Certificate (if required) ... £ *5* : *5* : *0*
 (Travelling Expenses, if any, £ *1.11.6*)
 Committee's Minute *4th April, 1879.*
 Character assigned *Good*
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Rudder altered and refitted the Cables reunged and the Windlass examined.

The whole of the ceiling in this vessel was removed in recent surveys. on account of which the SS V.S. has now been completed by the timber boards being lifted in the other parts of the hold which were not otherwise disturbed by the present alterations.

W. Munford