

REPORT of SURVEY for REPAIRS, &c.

No. 4998No. in Survey held at BonningDate, first Survey 10th Sept Last Survey 20th Nov 1879on the Iron S^r Voluna late City of Gloucester Master R. Rickaby

TONNAGE under Tonnage Deck 193.40
 Ditto of Star Deck or Awning Deck 25.30
 Ditto of Poop Hatch excess 39
 Ditto of Raised Qr. Dk. 30.21
 Ditto of Houses on Deck 21.60
 Ditto of Forecastle 6.35
 Gross Tonnage 339.25
 Crew Space, as per Rule 18.00
 Register Tonnage, out on Beam 18.00
 Engine Room 100.56
 Reg. Tons as S^r mer, out on Bm. 211.01
 Length of Poop 73 1/2 ft. Ditto, Forecastle 10 ft. Ditto, Raised Quarter Deck 44 ft.

Built at MontroseWhen built 1876Owners J. E. Kerr & Co.Port belonging to GlasgowResidence Montego BayBy whom built BlackDestined Voyage City Montego BayIf Surveyed Afloat or in Dry Dock Bonning harbour and ShipwayClassed 90A1Last Survey, No. 14460Port Port

REPAIRS, OR EXAMINATION AS PER RULE

Alterations and Additions with change of Owners. 2-77

Cause of Repairs to be clearly stated.

As approved per Secretary's letters dated 31st October and 6th November '79, the openings (shown on the plans accompanying the first entry report) in the partial shade deck, have now been closed and reduced to hatches 14' x 6' 7" x 6' and 7' x 7' and the ports in the sides abreast of these openings, above the main deck have been reduced in height, the stringer plates and tie plates on this shade deck made continuous, as also the upper part of the plating of its sides, having doubling plates over the ports. The original shade deck beams taken out and replaced with 5' x 3' x 16. The plank sheer and shade deck renewed, additional frames carried up from main to deck above where they had previously been alternate, and the web frames completed where marked on the appended approved plan, the fore end of the shade or rather awning deck, plated down to the head of the raised forecastle and an iron bulkhead added at the connection to the raised quarter deck, the houses hatches &c completed as

Present Condition of the

Decks	Tracings	Rivets	Good	Windlass and Capstan	Refitted	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 2 1/2 - 15 1/4	✓
Topsides	✓	Ceiling	✓	Cables	Said to be complete	✓
Wales	✓	Rudder	✓	Hawsers and Warps	Sufficient	✓
Plank (Bottom) and Counter	✓	Gopper (or K.M.) Cam	When put on 76	Standing & Running Rigging	✓	✓
Engine Room Skylights	Good	Caulking of	✓	Cargo and Main Hatchways	Good	✓
Coal Bunker, Openings, Lids, &c.	Good	Bottom, Deck, & Waterways	Good	Hatches	Good	✓
General Observations, Opinion as to Class, &c.	<p>This vessel is now in good and efficient condition, eligible to remain as classed 90A1 and to be rated "part awning deck" load line 10 feet.</p>					

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me, 1879

Special ... £ 4 : 4 : 0

Certificate (if required) to be sent as per margin... £ 5 : 0 : 0

Travelling Expenses, if any, £ 2.2.0

Committee's Minute

18th December, 1879

Character assigned

90A1part awning deck
load line 10 feet
S.S. N^o 1 Glas 79

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

This vessel appears eligible to be classed as recommended viz: -

90A1"part awning deck"
load line 10 ft
S.S. N^o 1 Glas 79

6/12/79

as described on the plan attached - 2 extra bulkheads in main hold taken out and one replaced 6 spaces before the Boiler bulkhead, a watertight door fitted in the latter, the Waterballast compartment in the fore peak now made into a tank for fresh water, the bottom recoated, spars and rigging refitted and the Society's load line mark painted on the vessel's sides at the height of 10 feet - as suggested per Secretary's letter of 6th Dec^r 79.

It was suggested that the S.S. No. 1. should now be held as a considerable portion of the ceiling in bottom was removed and relaid, but the removal was not thorough - a made complete for such survey, altho it amounted to about what would be required, and the parts thus exposed were found satisfactory.

H. S. Thompson



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Foundation