

REPORT of SURVEY for REPAIRS, &c.

No. 134

(Received at London Office, 28/4/80)

No. in Survey held at *New York* Date, first Survey *Mar 12* Last Survey *Apr. 13* 18 *80*
 Reg. Book. *1252* on the *British Bark "Star of Scotia"* Master *Mann*

Official Number *41190*
 TONNAGE under Tonnage Deck
 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 *999*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm.
 Built at *Belfast* When built *1864*
 Owners *A. Gorry & Co* Port belonging to *Belfast*
 Residence
 By whom built *Harland* Destined Voyage *London*
 Surveyed Afloat *or in Dry Dock*
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *9/78* Character in Register Book. *A1*

Last Survey, No. *24080*

Port *Cardiff*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

British Bark "Star of Scotia"

This vessel collided at sea with the Bark "Sansego" causing to the former the following damages
March 13th bitted this ship, and found Bousprit, Tugue head, and all head gear carried away, except about fifteen feet of the hull of the Bousprit. Upper Portt'sail Yard broken. Three Beams on port and four on starboard side broken about 21 foot line. Several rivets loose and Plating badly bulged on both bows.

From the examination I made this day I cannot positively state the extent of damage to the Plating as the vessel is deeply loaded
Recommended after the vessel is discharged that another survey be held
March 18 found men this day cutting out two broken Plates on Port side, and clearing away Bulwarks (over)

Present Condition of the

Decks *forward remained*

Waterways *do*

Comings *from*

Upper Deck Beams & Fastenings *"*

Lower Deck Beams & Fastenings *"*

Planksheers *"*

Sheerstrakes *"*

Topsides *"*

Wales *"*

Plank (Bottom) and Counter *"*

Engine Room Skylights *C*

Coal Bunker, Openings, Lids, &c. *C*

Scuppers *good*

Cargo and Main Hatchways *good*

Hatches *good*

General Observations, Opinion as to Class, &c.

Treenails

Breasthooks and Stemson *good*

Transoms, Pointers, and Crutches *"*

Timbers of the Frame at the openings *"*

Ditto Ditto at other places *"*

Keelsons *"*

Clamps and Shelves *"*

Ceiling *"*

Rudder *"*

Copper (or I.M.)

When put on

Caulking of

Bottom, Deck, & Waterways *good*

Windlass and Capstan *from over*

Pumps *do*

Boats *1 P. 18*

Masts, Yards, &c. *good*

Condition, how ascertained *Observation*

Sails *good*

Anchors No. of *good Rapp*

Cables *do*

Hawsers and Warps *do*

Standing & Running Rigging *good*

The Amount of Entry Fee ... £ ... received by me, *Apr 16 1880*

Special ... £ *23*

Certificate (if required)

to be sent as per margin... £ *2*

(Travelling Expenses, if any, £ ...)

Committee's Minute

to be 24th 3/8/80

Character assigned

Friday, April, 30th 1880

JBW Dock 80

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



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IRON 492-0045

Found eleven frames broken on Starboard Bow. One head Plate broken on Port Bow. Several Ribs loose, and Plates badly bulged. Also Starboard Cathead carried away.

Recommended to renew the broken Plates, and frames, and put in new reverse frames. ~~to put in new reverse frames~~ to put in two angle iron stringers back to back on each side, about half way between upper and lower deck stringers over where the frames are broken running from collision Bulkhead to stem, riveted to reverse frames, and connected to collision Bulkhead, and stem, and make good all other damages noted in this days survey.

March 19 Found fore-castle deck broken, and staited, also the covering board. Main Deck forward under fore-castle staited and Gun Boats staited.

Recommended to put in new fore-castle Deck Plank shears, and repair the Deck.

March 21 Found men this day putting the Plates on Port Bow. Plate on head, and doing other necessary work.

24 Work still going on, and recommendations being carried out. From the 24th to date continued to make frequent visits for the purpose of watching the repairs, and found each day the work going on and on the 13th the repairs were completed to my satisfaction.

James D. Lane