

REPORT of SURVEY for REPAIRS, &c.

No. 12503

No. in Survey held at *Sunderland*
Reg. Book *Sup. 2* on the *S.S. "Florence"*

Date, first Survey *Aug 31* Last Survey *Oct 26* 1880.

Master - *Farguhar*

YEAR. MONTH.

TONNAGE under Tonnage Deck
Ditto of Spar Deck or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as Steamer, cut on Bm.

Built at *Sunderland* When built *1880*
Owners *Gordon & Stamp* Port belonging to *London*
Residence *Office John St Sunderland*
By whom built *Thompson* Destined Voyage *Baltic*
If Surveyed Afloat or in Dry Dock *South Graving Dock*
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. *126400* Port *Sunderland*

REPAIRS, OR EXAMINATION AS PER RULE *Annual*

Cause of Repairs to be clearly stated.

Aug 31st to Sep 3rd In consequence of *stress of weather*; the keel and bottom examined *scraped and payed with Anglo-German paint*; (Waist Anchor adrift) renewed one shift of *sheerstrake* on the starboard side abreast the *fore mast*, and renewed one *Bulwark Port-lid* same side aft; refitted and repaired the patent *Windlass*, and renewed the *fore mast* with *P. pine*

Sept 7 to Oct 6 On completion of the above repairs this vessel was loaded with *2800 tons* of coal and *grounded* in the *South entrance* in going out of *Harbour*; where she *stayed* about *12 ft*: was unloaded and redocked as above.

Present Condition of the				P.T. Over.	
Decks	<i>good</i>	Treasures	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Pumps	<i>"</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>	Boats <i>four</i>	<i>"</i>
Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Condition, how ascertained <i>from Deck</i>	<i>"</i>
Plank	<i>"</i>	Keelsons	<i>"</i>	Sails	<i>"</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	Anchors No. of <i>Six</i>	<i>good</i>
Topsides	<i>"</i>	Ceiling	<i>"</i>	Cables	<i>"</i>
Wales	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps	<i>good</i>
Plank (Bottom) and Counter	<i>"</i>	Copper (or Y.M.) <i>Paint</i> When put on <i>now</i>	<i>"</i>	Standing & Running Rigging	<i>"</i>
Engine Room Skylights <i>good</i>		Caulking of Bottom, Deck, & Waterways	<i>good</i>	Cargo and Main Hatchways <i>good</i>	<i>"</i>
Coal Bunker, Openings, Lids, &c. <i>good</i>		Scuppers <i>good</i>		Hatches	<i>"</i>

General Observations, Opinion as to Class, &c.

She is now in good and efficient condition and fit in my opinion to remain as classed. *Yon.* *100.A.1.*

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, *HK*

Special ... £ 10 : 10 : 0 *Oct 15 1880*

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

(Travelling Expenses, if any, £ *Nil.*)

Committee's Minute

Character assigned

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



Lloyd's Register Foundation

28050
Removed three fairholed plates on the Starboard side in the Engine Space, and refitted the same after being faired.

Removed the following, viz. the whole of the rivets in the butts of the bridge sides, and one butt before and abaft the same in the bulwarks; the whole of the rivets in the butts of the Sheerstrake, also in the next outside Stake below the above, extending throughout the Engine Space and a little before and abaft the same; also the keel rivets for the same distance.

Renewed the Butt straps of the Bridge sides with plates $\frac{1}{8}$ " thicker; the rivets in the Butts of Sheerstrake with $\frac{1}{8}$ " rivets, adding all the rivets in the back row as allowed to be dropped as Rule; Doubled the stake below the Sheerstrake $\frac{1}{16}$ " for 151 feet extending well before Fore Mast and abaft Main Mast; renewed the butt straps of the outside Stake next below with straps $\frac{1}{8}$ " thicker and $\frac{1}{8}$ " Φ rivets. Doubled the stake next below the same with $\frac{1}{16}$ " plate for 149 feet. Doubled the Iron deck abaft the Bridge and extending through the bulkhead into Bridge each side of the large Hatchway with $\frac{1}{16}$ " plates $58\frac{1}{2}$ " wide by 19 ft long.

Added, equal to three web frames in the Engine Space, utilizing the ends of Coal Bunkers for same where practicable, and extending from floor ends to Bridge Deck.

The Pillars to Beams in the Engine Space which were badly bent are now faired and refitted.

Each Ballast Tank now pressed to the Load-line and found efficient.

The above repairs and strengthenings are now effected in consequence of the Vessel having been seriously strained by the Standing while Loaded as above alluded to.

Joseph Keen.
William G.



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