

REPORT of SURVEY for REPAIRS, &c.

28050

No. 12503

(Received at London Office, 14/10/80)
1880.

No. in Survey held at Sunderland
Reg. Book 122 on the S.S. "Florence"

Date, first Survey Aug 31st Last Survey Oct 6th

Master - Farguhar

Official Number
TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Awinning 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 6th 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 sounded about 12 ft: was unloaded and redocked as above.

Present Condition of the					
Decks	<u>good</u>	<u>Treenails</u>	<u>good</u>	<u>Windlass and Capstan</u>	<u>good</u>
Waterways	<u>"</u>	<u>Rivets</u>	<u>"</u>	<u>Pumps</u>	<u>"</u>
Comings	<u>"</u>	<u>Breasthooks and Stemson</u>	<u>"</u>	<u>Boats</u>	<u>four</u>
Upper Deck Beams & Fastenings	<u>"</u>	<u>Transoms, Pointers, and Crutches</u>	<u>"</u>	<u>Masts, Yards, &c.</u>	<u>"</u>
Lower Deck Beams & Fastenings	<u>"</u>	<u>Timbers of the Frame at the openings</u>	<u>"</u>	<u>Condition, how ascertained</u>	<u>from Deck</u>
Plank	<u>"</u>	<u>Ditto Ditto at other places</u>	<u>"</u>	<u>Sails</u>	<u>"</u>
Sheerstrakes	<u>"</u>	<u>Keelsons</u>	<u>"</u>	<u>Anchors No. of</u>	<u>Six</u>
Topsides	<u>"</u>	<u>Clamps and Shelves</u>	<u>"</u>	<u>Cables</u>	<u>"</u>
Wales	<u>"</u>	<u>Ceiling</u>	<u>"</u>	<u>Hawsers and Warps</u>	<u>good</u>
Plank (Bottom) and Counter	<u>"</u>	<u>Rudder</u>	<u>"</u>	<u>Standing & Running Rigging</u>	<u>"</u>
Engine Room Skylights	<u>good</u>	<u>Copper (or Y.M.)</u>	<u>Paint When put on</u>	<u>new</u>	<u>"</u>
Coal Bunker, Openings, Lids, &c.	<u>good</u>	<u>Caulking of</u>	<u>Bottom, Deck, & Waterways</u>	<u>good</u>	<u>"</u>
Scuppers	<u>good</u>	<u>General Observations, Opinion as to Class, &c.</u>	<u>She is now in good and efficient condition and fit in my opinion to remain as classed.</u>	<u>100.A.1.</u>	<u>"</u>

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

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, JHK
Special ... £ 10 : 10 : 0 15th Oct. 1880
Certificate (if required) to be sent as per margin... } £
(Travelling Expenses, if any, £ nil)

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

Committee's Minute Friday, October 15th 1880
Character assigned 100.A.1.



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Removed three garboard 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 Allen.
William G.



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Foundation