

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 28/12/80)

No. 15060

No. in Survey held at *Newcastle*

Date, first Survey *30th Aug* Last Survey *13th Oct* 1880

Reg. Book.

908 on the *S. S. "Spartan"*

Master *John Cooper*

YEAR. MONTH.

When built *1876*

Port belonging to *London*

TONNAGE under Tonnage Deck *1726.65*
Ditto of Spar Deck or Running Deck *6.00*
Ditto of Poop *46.81*
Ditto of Raised Or. Deck *9.92*
Ditto of Houses on Deck *1.43*
Ditto of Forecastle Hatchway byes *5.17*
Gross Tonnage *1795.98*
Crew Space, as per Rule *49.28*
Register Tonnage, cut on Beam *574.71*
Engine Room *1171.99*
eg. Tonnage of St'ner, cut on Bm. *1171.99*
h of Poop *2.14* ft. Ditto, Forecastle *1* ft. Ditto, Raised Quarter Deck *1* ft.

Built at *Newcastle*

Owners *E. Shotton & Co*

Residence *North Shields*

By whom built *Mitchell*

Destined Voyage *United States*

If Surveyed Afloat or in Dry Dock & on the *Wallstead Ship*

(State Name of Dock)

Classed *100 A1*
1.80

Survey, No. *25420*

Port *Iron*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

For Lengthening, Alterations & S. S. No 1.

New Registered Dimensions. 291 x 32.7 x 24.

Vessel lengthened 30 feet amidships, the scantlings & arrangements in the new part being in accordance with the original construction.

In compliance with the Secretary's letter addressed to Messrs E. Shotton & Co dated the 29th Jan 1880, the strake next below the sheer strake has been doubled for 2/3rd the length amidships = 192 ft. and one strake at the Bilge for 3/5th the length = 173 ft. with plating 10/16 thick, and for the deficiencies of the Middle Line, Side & Bilge Keelsons, the Middle Line Keelson has been doubled as per sketch submitted with 8/16 plating for 1/2 length with all the Butt Straps of the original Butts & those of the doubling fitted from bosom to bosom of the Upper & Lower Angles

Present Condition of the					
Decks	<i>Part New</i>	<i>Good</i>	Freeboards	<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>4</i>
Upper 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>On Deck</i>
Planksheers		<i>✓</i>	Keelsons	<i>"</i>	Sails <i>Well found</i>
Sheerstrakes		<i>"</i>	Clamps and Shelves	<i>✓</i>	Anchors No. of <i>3 B. 1 S. 2 R</i>
Topsides		<i>"</i>	Ceiling	<i>"</i>	Cables <i>270 Fathoms</i>
Wales		<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps <i>Well found</i>
Plank (Bottom) and Counter		<i>"</i>	Copper (or T.M.) <i>Paint</i>	When put on <i>Nov</i>	Standing & Running Rigging <i>Efficient</i>
Engine Room Skylights	<i>Good</i>		Caulking of Bottom, Deck, & Waterways	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>		Scuppers	<i>Good</i>	Hatches <i>Good</i>

General Observations, Opinion as to Class, &c.

The lengthening & alterations of this vessel having been efficiently executed & the vessel otherwise appearing in good condition & the requirements of the Rules for S. S. No 1 having now been complied with, I am of opinion she is eligible to remain as classed with record of S. S. No 1, 1880 in Register Book.

The Amount of Entry Fee ... £ *3* : - : - received by me, *was*

Special ... £ *15* : *15* : - *21st Oct 1880*

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

(Travelling Expenses, if any, £ - : - : -)

Committee's Minute *Tuesday, October, 26th 1880.*

Character assigned

100 A1
S. S. No 1. 80
len 80

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

The vessel appears to be eligible to remain as classed with record of S. S. No 1, 1880 in Register Book.
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28123, Jan

S. S. "Spartan" continued

& a Bulk Plate the size of the Main Beam has also been fitted to the side Keelsons for $\frac{1}{2}$ length & extending 7 Spaces into the After Tank, the same being as per the sketch submitted by the Walland Slipway Co. & approved by the Committee as per the Secretary's letter dated the 10th Sept 1880.

A Poop has been added 24 ft long, the Frames & Beams being $4\frac{1}{2} \times 8\frac{1}{16}$ & 4 ft apart - efficiently bracketed to the Stringer Plate, the outside plating is $\frac{5}{16}$ stiffened with partial Bulkheads $\frac{5}{16}$ thick 8 ft apart.

An open ended Bridge 56 ft long has been fitted amidst covering the Engine & Boiler casing, the Frames & Beams of same being $4\frac{1}{2} \times 5 \times \frac{5}{16}$, 4 ft apart - bracketed to the Stringer Plate & Engine & Boiler casing, the outside plating is $\frac{5}{16}$ stiffened with partial Bulkheads 12 ft apart, the same being in accordance with the plans submitted & approved by the Committee.

The Equipment - as regards Anchors & Chains has been arranged in accordance with the Rules for a Vessel of a Gross Tonnage under 1800 Tons as set forth in the Secretary's letter dated the 17th Sept 1880 & is now as follows.

Now supplied 210 Fathoms $1\frac{1}{4}$ Stud Chain cable, Test as per Certificate 55 $\frac{1}{8}$, 77 $\frac{1}{8}$ tons. 1 Bower Anchor 30, 1, 21 Bar Stocks, Proof strain 28, 19, 0, 7. 1 Stream 9, 2, 0 Bar Stocks, Proof strain 11, 11, 1, 0, all tested at ^{Low Walker} ~~Atterbury~~ 30th Aug & 2^d & 4th Oct 1880, Robert Burrell, Supt. all Anchors & Chains beyond the above are the original. The total Equipment is now as under.

In Ship	Rule Requirements Under 1800 Tons.
270 Fathoms $1\frac{1}{4}$	270 Fathoms $1\frac{1}{4}$ 90 " 11 "
75 " $1\frac{1}{16}$	75 " $1\frac{1}{16}$ " 9 $\frac{1}{2}$
1 Bower 30, 1, 21	1 Bower 30, 0, 0 " 8 $\frac{1}{2}$
1 " 29, 3, 25	1 " 27, 1, 0 " 7 "
1 " 27, 2, 12	1 " 25, 2, 0 " 6 "
1 Stream 9, 2, 0	1 Stream 9, 2, 0 " 5 $\frac{1}{2}$
1 Kedge 7, 2, 0	1 " 4, 3, 0
1 " 2, 3, 4	1 " 2, 2, 0

For S. S. No 1. The vessel hauled up on Slipway, the Holds cleared, the timber boards & ceiling equal to one strake removed all fore & aft on each side for examination of Cement &c, loose ceiling removed from the Tank top & tested to a height of water equal to the light line & found satisfactory, the Windlass examined, the cables ranged, the Anchors & General Equipment attended to as per Sections 72 to 76.

Now Done Holds & Bunkers cleaned & coated throughout also bottom & Topsides, Main Piece of Rudder lengthened to top of Poop by efficient couplings & Bolts similar to a screw shaft, Decks caulked between after & fore Hatches, 1 Sheer Strake plate removed on Port side, Engine & Boiler casings repaired. *CD*