

REPORT of SURVEY for REPAIRS, &c.

No. 3970

No. in Survey held at
Reg. Book.

Bristol

Date, first Survey 1 July 1880. Last Survey 22 October 1880

(Received at London Office, 28/10/80)

311 on the Sewer William.Master P. Windows

Official Number 69404

TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Arming 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, out on Beam
Engine Room
Reg. Tons as S.P. mer, out on Bm.

186

Built at NewcastleWhen built 1876Owners H. Butter & Co.Port belonging to Bristol

Residence

By whom built MitchellDestined Voyage CoastingIf Surveyed Afloat or in Dry Dock Lincolnton & Albion Dry Docks

(State Name of Dock)

Length of Poop ft. Ditto, Forecastleft. Ditto, Raised Quarter Deck 28 1/2 ft.

Years assigned.

Character in Register Book.

Last Survey, No. 17075Port Iron

Classed

90 A 1

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Vessel lengthened 30 feet.

Vessel placed in dry dock, cut aroundships and lengthened 30 ft. in accordance with the builders (Messrs. Chas. Hill & Sons) submission of the 2nd July 1880. See Secretary's letter thereon of 13th July 1880. The coamings of the engine and boiler hatchway have been raised 3 feet in height and a platform or low poop has been laid around the deep coamings at the height of rail or 3 feet above the iron upper deck - being 28 1/2 ft in length. On the fore side of this platform a bridge has been built, resting on a deck house with passage through the middle. See accompanying profile view.

In the lengthened part of the vessel are 18 frames - 30 inches apart - 3 x 2 1/2 x 7/8. The reverse frames, extending to top of water ballast tank, as in original section, are 2 1/2 x 2 1/2 x 5/8 - and the floors are 1 3/4 x 5/8.

The bottom plating is of the same thickness as in the original section, the

Present Condition of the

Decks - Iron

Good

Freenails Rivets

Good

Windlass and Capstan

PTO 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.

new

Lower Deck Beams & Fastenings

Ditto Ditto at other places

Condition, how ascertained

Planksheers

Keelsons

Sails

new

Good

Sheerstrakes

Clamps and Shelves

Ceiling

Anchors No. of 2B. 1S. 1K

Topsides

Rudder

Cables 135 fms.

new

Wales

Copper (or rivets) Cement When put on 70

Hawsers and Warps

Good

Plank (Bottom) and Counter

Caulking of Bottom, Deck, & Waterways

Standing & Running Rigging

Engine Room Skylights

Good

Coal Bunker, Openings, Lids, &c. Good

Scuppers

Cargo and Main Hatchways

Good

General Observations, Opinion as to Class, &c.

She is now in a good and efficient condition and the Rules for the First Special Survey have been complied with. The vessel has also been lengthened 30 feet in accordance with the Rules for her new dimensions and proportions. She is eligible in my opinion to remain as classed and to be noted S.S. Bros. No. 1. 80 and Len 80 in the Register Book.

The Amount of Entry Fee... £ 10 : received by me, Sy.

Special ... £ 6 : 6 : 1880

Certificate (if required)

to be sent as per margin... £ 5 :

(Travelling Expenses, if any, £)

Committee's Minute

Friday, October 29th. 1880

Character assigned

90 A 1
Lloyds M.C. 10.80
T.B. 13.80
S.S. No 1-80

Surveyor to Lloyd's Register of British and Foreign Shipping



This record appears
 the original
 as found 90 A 1.
 29.10.80
 11.11.80

and she is still under 11 depths in lengths

plating number being still under 5200. The butts are all double riveted and the edges single riveted - except the dish keel plate - the butts of which are treble and the edges double riveted. The water ballast tank is lengthened 30ft - the same as the vessel - its plating is of the same thickness as before, but angle iron transverse stiffeners have now been fitted worked intercostally between the keelson and the longitudinal, being turned down and riveted to them. These stiffeners extend across the keel and are $3" \times 3" \times \frac{7}{16}$ - placed at alternate frames. The bracket supports at the side are fitted at the intermediate frames. The beams of after platform, around the deep coamings, are $5" \times 3" \times \frac{3}{8}$ placed at alternate frames, and are turned down against and riveted to the coamings or casing, which is of $\frac{3}{8}$ plating. The side plating around platform above iron deck is $\frac{5}{16}$ thick. Frames $3" \times 3" \times \frac{7}{16}$, turned down on deck plating and connected by brackets to deck plating and beams. At the front of the space between platform and iron deck is a bulkhead of $\frac{1}{4}$ plating - which is carried up to form aft side of deck house under bridge. Plating to side of house $\frac{3}{8}$. Frames $3\frac{1}{2}" \times 4" \times \frac{7}{16}$ - Plating to front of house $\frac{1}{4}$ with 7 stiffeners $2\frac{1}{2}" \times 2\frac{1}{2}" \times \frac{7}{16}$. Beams and deck plating at lengthened part as in original section. Additional stanchions introduced as required by Rule.

The ballast tanks of this vessel are used for carrying tar and creosote - being fitted with steam pipes in the ^{hollow} bottom of dish keel to keep the tar fluid. The bottom plating has therefore never been cemented within the tanks - nor is it cemented now - The boiler has now been taken out - The cement under it and the machinery is in an excellent condition and closely adhering to the iron. The ballast tanks have been tested with water pressure due to a height exceeding the light water line.

The following Anchors and chain cables have now been supplied. 1 Bower. No. 10088. $\left\{ \begin{array}{l} 5. 0. 26 \\ 1. 1. 23 \end{array} \right\}$ Test. 7. 11. 3. 14. Kettleston Paving House. 21 Oct 1876. (Signed) D. Lewis

1 Bower. No. 1710 $\left\{ \begin{array}{l} 5. 0. 7 \\ 1. 1. 0 \end{array} \right\}$ Test. $7\frac{3}{8}$. Rute Paving House. 25 March 1876. (Signed) E. W. Plev

1 Stream. No. 3372. $\left\{ \begin{array}{l} 3. 2. 8 \\ 2. 3. 0 \end{array} \right\}$ Test. 6. 0. 3. 21. River Wear Comm. 9 Sept 1876. Signed. J. Hartness

75 Fathoms $\frac{7}{8}$ chain. No. 8509. $\left\{ \begin{array}{l} \text{Breaking. } 18. 5 \\ 2 \text{ Tonsile } 9. 2\frac{1}{2} \end{array} \right\}$ Kettleston Paving House. 21 Oct 1876. Signed. D. Lewis

60 Fathoms $\frac{7}{8}$ chain. No. 8508. $\left\{ \begin{array}{l} \text{Breaking. } 18. 5 \\ 2 \text{ Tonsile } 9. 2\frac{1}{2} \end{array} \right\}$ do. do. do. do.

45 Fms of the original lower chain have been retained for a stream chain. and the vessel already has an anchor of $1\frac{1}{2}$ tons on board which will be retained as a kedg.



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