

# REPORT of SURVEY for REPAIRS, &c.

No. 3 Survey held at Boston U.S.A. Date, first Survey Oct 14 Last Survey Oct 25 1880  
 Reg. Book 125 on the Scw Sr Bassano Master J. W. Malet

TONNAGE under Tonnage Deck 1611.00  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop break 138.04  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck 42.20  
 Ditto of Forecastle 20.43  
 Gross Tonnage 1819.02  
 Crew Space, as per Rule 633.82  
 Register Tonnage, cut on Beam 1185.20  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm.

Built at Middleboro When built 1872 October  
 Owners T. Wilson Sons & Co Port belonging to Hull  
 Residence  
 By whom built Backhouse Destined Voyage Boston to Hull  
 If Surveyed Afloat or in Dry Dock Simpsons Dry Dock East Boston  
 (State Name of Dock)

Length of Poop ft. Ditto, Forecastle 30 ft. Ditto, Raised Quarter Deck 110 ft.  
 Last Survey, No. 25187 November 1879 Port Hull, Iron  
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.  
Scw Sr Bassano, This vessel got aground at Lovells Island Boston Harbor (with a Pilot on board) bound out on her regular trip to Hull, Oct 14<sup>th</sup> Visited this vessel (afloat) recommended repairs be made, Oct 20<sup>th</sup> Vessel in Dry Dock found the following damage, On the port side 59ft forward from the stern post an indentation 2' by 2'3" the centre of which was on a line of the outer edge of the garboard strake, The garboard and adjoining plate in 2<sup>d</sup> strake were crushed in to the depth of 4" and broken, One frame and floor plate were broken, 24ft from this point forward and on the same line of plates was an indentation 2' by 2' to a depth of 3" this was opposite a butt in the 2<sup>d</sup> strake causing damage to the garboard plate and two plates in the 2<sup>d</sup> strake also bending upward the edge of frame, (The location of the above is all in one compartment next abaft the Engine Room the cargo of which was removed previous to going in to dry dock.) From the last point given for a distance

Present Condition of the			
Decks	<u>Good</u>	Treenails	
Waterways	<u>"</u>	Breasthooks and Stenson	
Comings	<u>"</u>	Transoms, Pointers, and Crutches	
Upper Deck Beams & Fastenings	<u>"</u>	Timbers of the Frame at the openings	
Lower Deck Beams & Fastenings	<u>"</u>	Ditto Ditto at other places	
Planksheers	<u>"</u>	Keelsons	<u>Good</u>
Sheerstrakes	<u>"</u>	Clamps and Shelves	<u>"</u>
Opsides	<u>"</u>	Ceiling	<u>"</u>
Vales	<u>"</u>	Rudder	<u>"</u>
Plank (Bottom) and Counter	<u>"</u>	Copper (or Y.M.) When put on	
Engine Room Skylights	<u>Good</u>	Caulking of	
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>
General Observations, Opinion as to Class, &c.	All the materials used in making these repairs		
	is of Superior Quality to that taken out and the workmanship good all my		
	recommendations have been carried out Satisfactorily and the		
	vessel apparently as strong as before the damage occurred,		
	The vessel is well found in general equipments and I am of		
	the opinion that she is entitled to retain her present Class in the Register Book		
Amount of Entry Fee ...	£ 3	received by me,	
Special ...	£ 7	Oct 26 <sup>th</sup> 1880	
Certificate (if required)	£		
to be sent as per margin...			
Rolling Expenses, if any, £			
Committee's Minute		Friday, November 12 <sup>th</sup> 1880	
Character assigned			

Windlass and Capstan Good  
 Pumps "  
 Boats "  
 Masts, Yards, &c. "  
 Condition, how ascertained by observation  
 Sails Good  
 Anchors No. of 5 Good  
 Cables "  
 Hawsers and Warps "  
 Standing & Running Rigging "  
 Scuppers Good Cargo and Main Hatchways Good Hatches "

Amount of Entry Fee ... £ 3 : : received by me, }  
 Special ... £ 7 : : Oct 26<sup>th</sup> 1880 }  
 Certificate (if required) } £ : :  
 to be sent as per margin... }  
 Rolling Expenses, if any, £ )  
 Committee's Minute Friday, November 12<sup>th</sup> 1880  
 Character assigned  
 23/12/80  
 90A  
 12/12/80  
 Lloyd's Register Foundation  
 ROBT. EDMOND TAYLOR & SONS, Commercial Steam Printers, 19, Old Street Goswell Road, London.

(Insert Character precisely as in Register Book.)

120N496-0390



28441 Iron

of 62ft forward then was no apparent injury, From this point for the length of 40ft forward and 2ft wide on a line with ~~with~~ the 3<sup>d</sup> lap calling garboard 72<sup>d</sup> the plating was scraped and on the 3<sup>d</sup> Seam the caulking was slightly started, <sup>also three butts slightly started</sup> 18ft from the last point forward and in breadth 2ft the plating was scraped without apparent injury, The propeller had <sup>worked</sup> back on the shaft and <sup>was</sup> slightly loose, caused probably by running full speed when reversed in order to back off while aground.

For repairing it is recommended at the first point mentioned to cut out the damaged plates put in new, Cut out the broken frame put in new and reinforce the joints with angle iron 3ft long back to back, Cut out the floor plate put in new the joints to be covered on both sides and double rivetted, At the 2<sup>d</sup> point cut <sup>out</sup> the garboard plate put in new, Cut out the plate in adjoining Strake Also cut off 20" the damaged part of the other sheet and replace with one sheet 20" longer than the old one so as to make one sheet cover the space in this Strake,

The edge of the frame to be heated and bent back to place and reinforced with angle iron, The 40ft mentioned on the 3<sup>d</sup> Seam and the 3 butts joints to be caulked,

The propeller to be forced on to place and nut screwed up and secured with the Set Screws and Stopper to keep it from turning, The bottom to that Compartment where the new plates were put on to be Cemented The Ceiling to be put down and Caulked tight,

From Oct-25 to date made frequent visits and on this the 25<sup>th</sup> made my final visit and found that my recommendations had been carried out and the repairs completed to my satisfaction,

[Signed]

Oliver L. Shaw

### Recommendation,

After the vessel has discharged her Cargo in Hull, I recommend that the 40ft and 18ft = 58ft before referred to where she was scraped on the bottom, be examined on the inside to see if any of the Cementing was loosened or any damage caused not now apparent with the cargo in,

A.S.S.

Wm. H. B. 186

See <sup>done</sup> Book No 4936



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