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Lloyd's Register of British & Foreign Shipping.

Port of Boston U.S.A.

October 25th 1880

This is a Certificate
I Oliver L. Shaw

underwriter Surveyor to this vessel and at the
request of William C. Preston Agent
of the Steamer Massano Sundry since
vessel for damage caused by getting aground
at Lovells Island Boston Harbor (with a Pilot
on board) bound out on her regular trip to
Oct 14th visited this vessel (afloat) recommended repairs
to be made, Oct 20th the vessel in Dry Dock (Simpson)
found the following damage,

On the port side 59 ft forward from the stern pro-
truding indentation 2 ft by 2' 8" the centre of which was
on a line with the out edge of the garboard Strake.
The garboard and adjoining plate were crushed
inward to a depth of 4" and broken; the frame and
floor plate were also broken; 24 ft from this point
forward and on the same line of plates, was an
indentation 2 ft by 2 ft to a depth of 8"; this was
between the frames and opposite a bulk in the 2^d Stake
causing damage to the garboard plate and two plates in
the 2^d Stake also bending upward the edge of the frame.
The location of the above is all in one Compartment next to the
the engine room the cargo of which was removed previous to going into
Dry Dock

At the last point given for a distance of 62 ft forward there was apparently no damage, from this point the length of 40 ft and 2 ft wide on a line with the 3rd spar, ending the yardward 112 ft, the plating was scraped, and on the 3rd beam the caulking was slightly started; also three bolts slightly started next adjoining, 18 ft from this point forward and in breadth 2 ft the plating was scraped without apparent injury. The propeller had worked back and was slightly loose on the shaft, caused probably by running reversed at full speed in order to back off while around,

For repairing it is recommended at the 1st point mentioned to cut out the two damaged plates and replace with new, Cut out the broken frame put in new and reinforce the joints with angle iron 3 ft long back to back, Cut out the floor plate where damaged put in new with the joints covered on both sides and double rivetted, At the 2^d point take out the starboard plate put in new, take out the plate in adjoining Strake also Cut off the other damaged plate the length of one frame space and put in one plate to the space in this Strake.

The edge of the frame to be heated, bent back and reinforced with angle iron. The 40 ft. aluminum mounted on the 3rd beam and the 3 butt joints to be caulked. The propeller to be forced on to place the Nut-Screwed up and secured with the Set-Screws and stopper to keep it from turning.

The bottom that compartment where the
 new plates are put on to be cemented.
 The ceiling to be put down and caulked.
 From Oct 20th to date made frequent visit
 And on this the 25th of Oct, made
 my final visit and found the repairs
 Completed to my satisfaction,

L. Signed
 Oliver L. Shaw

Recommendation,

After the vessel has discharged her cargo at
 Hull, I recommend that the 38 ft in length
 before repair to where she was deranged
on the bottom, be examined on the inside
to see if any of the Cementing was cracked
or loosened or any damage caused
not perceptible with the cargo in, O.L.S.

in this



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