

REPORT of SURVEY for REPAIRS, &c.

43243

No.

No. in Reg. Book.

Survey held at

London

Date, first Survey

14th Nov

Last Survey

15th Dec

1883

(No. of Visits)

Master

YEAR.

MONTH.

1001 on the

Wood Barge MONTROSE

TONNAGE under Tonnage Deck

Ditto of Spar Deck, or Awning 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 St^rmer, cut on Bm.

Built at

Jersey

When built

1861

7

Owners

Scrutton Sons & Co

Port belonging to

London

Residence

By whom built

Le Rougetel

Destined Voyage

not fixed

If Surveyed ~~Afloat~~ or in Dry Dock

Union Dry Dock

(State Name of Dock)

Years assigned.

Character in Register Book.

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

42 ft.

Classed

7

7.83

Last Survey, No. 42634 Port

London

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

State dates of any letters respecting this case

2nd Survey Red A

Society's Freeboard (if assigned) as painted on Ship

S.S. Low 79-4

7.83

Ship placed in dry dock, and per Secretary's letter to owner 17th Nov 1883 (see copy attached) a sufficient number of sheets of metal was removed from the Bilge for examination of Treennails planking and caulking. The outside planking from light watermark to covering board scraped bright and also waterways. one plank removed in each bow and buttock, and two on each side amidships. Treennails were driven out one in every timber of the topsides, and in every 4th timber between Wales & light W. Mark. and in the Bilge for 1/2 length. and the frame examined outside, & from the inside by all old dirt and air courses cleared. the timbers lifted. and a plank feeding removed on each side at ends of vessel. A strike of deck next the waterway removed on each side all for and aft beams tested. The windlass unhooked & stripped. cables ranged on deck.

Present Condition of the

Decks

Good

Treennails

Good

Windlass and Capstan

P. I. O.

good

Waterways

4

Breasthooks and Stemson

4

Pumps

2

Comings

4

Transoms, Pointers, and Crutches

4

Boats

2

Upper Deck Beams & Fastenings

4

Timbers of the Frame at the openings

4

Masts, Yards, &c.

4

Lower Deck Beams & Fastenings

4

Ditto Ditto at other places

4

Condition, how ascertained

overhauled

Planksheers

4

Keelsons

4

Sails

will found

Sheerstrakes

4

Clamps and Shelves

4

Anchors No. of

3 B-18-2K

Topsides

4

Ceiling

4

Cables ranged sufficient good

Wales

4

Rudder

4

Hawsers and Warps

sufficient

Plank (Bottom) and Counter

4

Copper (or Y.M.) on put When put on 7-1883

(State if on Felt.)

Standing & Running Rigging

good

Engine Room Skylights

4

Coal Bunker, Openings, Lids, &c.

Scuppers

good

Cargo and Main Hatchways

good

Hatches good

General Observations, Opinion as to Class, &c.

This vessel appears in a sound

and efficient condition and eligible in our opinion to be classed for 7 years Red A. It is submitted that the notation S.S. Low 83. 7 years be recorded against her name in the Register Book

The Amount of Entry Fee ...

£ 2

received by me,

7.7.8

17/12/83 Special

£ 5

5

0

22/12 1883

Certificate (if required)

£

to be sent as per margin...

£

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

FRIDAY 14 DEC 1883

A 1 in red

TRW

Nov. 83

S.S. 83-7

Wm. G. Spence
Edward John Service
Surveyor to Lloyd's Register of British and Foreign Shipping.



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Foundation

143243 Long

Repairs:- 2 new pitch pine planks renewed on each side
amidships and also in each bow and buttock and
the treenails replaced and the topsides caulked from
metal line to covering board. The treenails replaced
in the Bulk and planks recaulked. The deck beams
next waterway on each side renewed. Three new top
filling timbers of E. Oak fitted on Port side amidships + fastened.
and four cant timbers renewed on the Starboard side
aft and also 9 new ^{pitch pine} planks of ceiling and one on Port side
and one on each side forward. In wake of filling timbers
on Port side one new length of main Rail and one length of
Gun rail. One new beam introduced and one beam clamp
re-bolted. 10 lagging knee bolts and 8 hanging knee bolts renewed.
12 Dutch bolts in way of cant timbers. The planking retreenailed
and recaulked in way thereof. The Rudder unhung and the
the lower brace recast + fitted, + the other pintles rebushed with
copper. Top Gall stanchions and Bulwark renewed on Star
side. For main upper top sail yards renewed. 2 lengths of
chain condemned but sufficient remained to satisfy the Rules.
2 Iron stanchions straightened. The 3 upper courses of metal
left off when re-metalled in July 1883. (See London report No 42634)
now replaced on felt.

Edward J. Sturges
Wm. E. Davey



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