

# REPORT of SURVEY for REPAIRS, &c.

No. 10663 Date of Writing Report 1<sup>st</sup> May 1891 Port of Glasgow Received in London Office, MON. 11 MAY 1891  
 No. in Reg. Book. 616 Survey held of Clydebank Date, First Survey 18<sup>th</sup> March Last Survey 29<sup>th</sup> April 1890  
 on the Steamer S.S. "City of Paris" Master J. Watkins

TONNAGE:—  
 NET 5351 Built at Clydebank By whom Messrs J. & G. Thomson When 1889 3  
 GROSS 10499 Owners Messrs. International S.S. Co. (Ld.), Port belonging to Liverpool  
 UNDER DK. 5670 Owner's Address

If Surveyed Afloat or in Dry Dock Afloat Name of Dock Clydebank Wet dock Destined Voyage Liverpool  
 Length of Poop 75 ft.: of Forecastle 109 ft.: of Raised Or. Deck ft.: Moulded Depth 41 ft. 10 ins.  
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. 36834 Port Liverpool  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs now Completed in consequence of the Starboard Engine breaking down, and in continuation of repairs partly completed and arrangements made at Birkenhead see Liverpool report No. 36834.  
 This vessel came to Glasgow in the month of March last and was berthed in Messrs J. & G. Thomson's yard for the purpose of having the Starboard Engine refitted.  
 Found that the Star Engine casing together with the casings at fore and after ends of Star Engine opening unriveted, and deck framing adjoining loose, two bow beams at upper deck in hatch unriveted, thirteen beams cut on Promenade, upper and Main decks respectively with adjoining deck plating unriveted, and cut through as shown on sketches forwarded with this report. Deck planking, cabins with deck fittings disturbed around Engine opening.

To admit of the Starboard Condenser being fitted six beams were cut through at the Lower deck on Starboard side after the vessel's arrival in Glasgow. The inside portion of 2 beams

PRESENT CONDITION OF THE		Boats	
Decks	Good	Boats	Good
Waterways	"	Masts, Yards, &c.	"
Comings	"	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	"	Sails	Good
Low'r Dk. Beams & Fastenings	"	Anchors No. of	"
Plank sheers	"	Cables	"
Sheerstrakes	"	Hawsers & Warps	"
Topsides	"	Standing & Running Rigging	"
Wales	"		
Engine Room Skylights	Good		
Coal Bunker, Openings, Lids, &c.	Good		
Scuppers	Good		
Cargo & Main Hatchways	Good		
Hatches	Good		

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and eligible in my opinion to remain as classed, and to have record of Survey Glasgow 4/91.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 25).....	£	8	8
Special on Damage, Fee (if any) (per Sec. 25)....	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable) .....	£	:	:
Second Surveyor's Fee (if any) .....	£	:	:

Fees applied for, 4/5 1391  
 Received by me, 9/5 1891

Chas Edwards  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned 100A1  
 Sam Dep 91 (rec)



2 beams on lower deck where cut, lengthened, butts well fitted and double strapped, with angles  $6\frac{1}{2} \times 3 \times \frac{1}{2}$  on one side and plate  $\frac{1}{2}$ " thick on the other side two feet long, with fore and aft clamp plate  $\frac{1}{2}$ " thick fitted below beams, deck plating & 30" clamp plates refitted, front Coaming plate where cut, fitted with double straps  $\frac{1}{2}$ " thick & triple riveted; angle bar to clamp plate below beams spliced with 4 ft. beam piece, and angle connecting Coaming to deck plating lengthened; double straps  $\frac{1}{2}$ " thick fitted over butt of deck plating cut through as shown on plan, box casings around tubes replaced, all work riveted up, wood flat disturbed and renewed and Cabin work refitted. Engine Casings refitted, one Coaming plate 9.6 in length at after end of hatch at Main deck Starb side, renewed & fitted with double straps triple riveted over butt. On Main deck 13 beams cut, inside parts lengthened butts closely fitted and double strapped with angles & plates. Continuous clamp plate  $12 \times \frac{1}{2}$ " fitted below beams for eighteen spaces & connected to bulkheads, deck plates replaced and new butt of deck plate next Coaming at after end of hatch doubled on top with plate  $\frac{1}{2}$ " thick & buttstrap below  $\frac{3}{4}$ " thick for breadth of beam space, fresh butt cut at fore end in way of small hatch opening supported by three doubling plates with a fore & aft angle  $\frac{1}{2}$ " fitted across butt & connected to beams; Angle bar connecting 30" clamp plate to Coaming partly renewed at fore end and butt of clamp below beams double strapped. Wooden deck flat where lifted renewed and Cabin linings & fittings replaced. On upper deck, two box beams across Starb. Hatch refitted, the top plate with angle of after beam renewed; double straps fitted over Coaming plate where marked by Chisel. One length of Coaming renewed in Bulkhead fitted with double butt straps, inside lengths of 13 beams cut through lengthened; butts fitted close and double strapped by angles and plates; fore and aft clamp plate fitted below beams and increased in width to side of stair way opening at fore end; deck plating and tie plate below beams replaced; New butt of deck plating at after end of hatch doubled with a  $\frac{3}{4}$ " plate for six spaces on top with buttstrap  $\frac{3}{4}$ " thick breadth of beam space below; at fore end of opening where deck plate was cut through on the outside of stairway hatch, a doubling  $\frac{1}{2}$ " fitted on top for six spaces with  $\frac{3}{4}$ " strap below for breadth of beam space; New butt cut in plate on the inside of stairway opening doubled with  $\frac{3}{4}$ " above with  $\frac{3}{4}$ " buttstrap below; double straps fitted over butt of Coaming plate at Port side. Leak boundary plank next deckhouse framing renewed, rest relaid outside of deck house, Pine deck flat inside house where disturbed renewed; Cabin lining and fittings replaced. Thirteen beams on Promenade deck strapped with plates two feet long  $\frac{1}{2}$ " thick on one side and  $6\frac{1}{2} \times 3 \times \frac{1}{2}$  angle on other side; deck plating refitted, new butt of deck plating doubled on top with strap below at after end of opening; double buttstraps fitted to short plate at fore end of opening and butt of plate next adjoining doubled with  $\frac{7}{16}$ " plate for four spaces on top with strap below; deck flat where disturbed renewed and all deck fittings replaced. Deck plating on top of house refitted and two butts double strapped, one length of angle bar renewed. Skylights replaced. Electric fittings made good in way of repairs at several decks, paint work redone and ballast tank Compartment under engines tested. This vessel has proceeded to Liverpool where it is understood she will be placed in dry dock. Ch.