

# REPORT of SURVEY for REPAIRS, &c.

49935  
MON 21 OCT 1889

No. 395 Date of Writing Report Oct. 19<sup>th</sup> 1889 Port of London

No. in Reg. Book. 395 Survey held at Tilbury Date, First Survey Sept. 3<sup>d</sup> Last Survey Oct. 13<sup>th</sup> 1889

on the Iron Screw Steamer: GLENFRUIN Master G. Norman

TONNAGE:— Built at Glasgow By whom The Hon. & Co. S. B. Co. When 1870 - 11

NET 1936 Owners Mr. W. Greer, Esq. & Co. Port belonging to Glasgow

GROSS 2985 Owners' Address Not already recorded in Appendix to Register Book.

UNDER DE. 2698 If Surveyed Afloat or in Dry Dock Both Name of Dock Tilbury Destined Voyage Am. Orleans

Length of Poop 11 ft.: of Forecastle 11 ft.: of Raised Or. Deck 11 ft.: Moulded Depth 11 ft. 11 ins.

Last Survey, No. 4915 Port Am. Orleans B.S. 2.89 Classed 100 A1

(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 6 ft. 0 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR the Special Survey No. 3.

This vessel was examined whilst in the Tilbury Graving Dock and subsequently whilst afloat in the Tilbury wet dock.

The whole of the ceiling on the water ballast tanks was removed and the water ballast tanks were tested by water pressure in accordance with the rule requirements. A subsequent internal examination of the tanks was made when the cement, floors, reversed frames, girders &c. were found in good & sound condition except under the boilers where the W.B. tank required sealing. This had since been done, the tank being recoated inside and out.

The sides of holds, tween decks, fore and after peaks, also bunkers were cleared out for examination, sealed and scraped were required and recoated throughout. The ceiling was re-laid as before except in bunkers where part new ceiling had been laid.

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks	Good	Good	Good
Waterways	Plank (Bottom) & Counter	Rudder	Masts, Yards, &c.
Comings	Through Rivets	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Breasthooks	Pumps	Sails
Low'r Dk. Beams & Fastenings	Transoms, <del>bolts</del> & Crutches	Cement (if Iron Ship)	Anchors No. of <u>3 B. 1 S. 2 K.</u>
Plankbeams	Timbers of Frame at the openings	Caulking of Bot'm, D'k, & Wat'rways	Cables <u>150 fath.</u>
Sheerstrakes	ditto at other places	Keelsons	Hawsers & Warps
Topplates	Keelsons	Clamps & Shelves	Standing & Running Rigging
Wales	Clamps & Shelves	Scuppers	Hatches
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Cargo & Main Hatchways	

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition and the whole of the requirements of the Rules with the slight exception referred to on the other side having been fully complied with, we would respectfully submit that she is eligible to remain as classed and to have the notation: "S.S. Lon. No. 2-89-100 A1 10-89" recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ - - -	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - - -	23.10 1889
Survey Fee (per Section 25) .....	£ 6 10	Received by me,
Special on Damage, Fee (if any) (per Sec. 25) .....	£ - - -	1/11 1889
*Certificate (if required) to be sent as per margin	£ - - -	
Travelling Expenses (if chargeable) .....	£ - - -	
Second Surveyor's Fee (if any) .....	£ - - -	

Committee's Minute FRIDAY 25 OCT 1889  
Character assigned 100 A1  
+ LMB 10/89  
note



to be put down.

The decks, deck fittings, steering gear, windlasses, pumps, shears, Traction and sounding pipes, also the masts, spars and rigging were examined and found in good order except the Mizzen Gaff which, being found defective, was taken ashore.

Externally the vessel was found in good and sound condition with the exception of the following, viz: on port side about 40 ft from stem: one plate in the 5th strake below sheer, two in the 6th and one in the 7th; also 3 framed & 3 reversed frames, all of which were found more or less indented, as stated, through collision in the Eury canal. One shell plate was renewed; two removed, straightened and put back, and the fourth plate, also the indented frame and reversed frame were "gaired" in place. The vessel outside was painted from keel to gunwale, and was in every respect put in a thoroughly good and efficient condition.

\* Owing to want of time towards the completion of this Survey also the want of accommodation for carrying out the same, the starboard cable only, viz: 150 fath. of 3" 1/8 could be ranged out for examination. The locker and fastenings of the lower links were found satisfactory, and, as the chain cable was, also the anchors and general outfit, were found complete and in good order, it is respectfully submitted that the port cable which is reported complete should be examined on the vessel's return from her present voyage and that this delay should not prejudice the record of the present Survey with the intimation of the S.S. No. 2, being that the Owners' Representatives have verbally undertaken to have this attended to.

Henri Wilkenson

19.10.89

G. Stanbury

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