

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *July 31<sup>st</sup> 1895* When handed in at Local Office *July 31<sup>st</sup> 1895* Port of *Aberdeen*  
 No. in Survey held at *Aberdeen* Date, First Survey *July 4<sup>th</sup> 1895* Last Survey *July 27<sup>th</sup> 1895*  
 Reg. Book. *249* on the *Wood, Iron or Steel* *S.S. Glen Gelder* (No. of Vents) *8* Master *J. W. Keith*

TUNNAGE:— Built at *Aberdeen* By whom *A. Hall & Co* When *1881-2*  
 GROSS *746* Owners *Aberdeen Glen Line S.S. Co.* Port belonging to *Aberdeen*  
 UNDER DK. *560* Owners' Address  
 NET *453* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *At* Name of Dock *Aberdeen* Destined Voyage *Baltic*  
 WB= DBa tons; f tons; uE&B tons; Cell DB tons; }  
 FPT tons; APT tons; MT tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. *4775* Port *Abn*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No 1*

*This vessel placed in dry dock and the bottom examined. It is now in good condition and has been cleaned and painted.*

*all holds, peaks, bunkers & bilges in the Ex Boiler space cleared. all stove ceiling on the top of the tanks of the double bottom removed, and these tanks tested as per rule & found satisfactory. Ceiling in excess of the rules requirements removed in the holds fore & aft of the tank tops and a strake of ceiling removed in each side bunker. The inside of the tanks examined. All cement in the bilges throughout the ship examined & found in order. The shell plating & iron work in all peaks, holds, and bunkers scaled & painted. The decks bored & renewed where necessary. The chain cables ranged & found to be*

SUMMARY OF DAMAGE REPAIRS:— Plates, Paired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Plates, Paired or Repaired		Frames, ditto		Plates, Renewed		Frames, ditto		Other Repairs	
Decks	<i>Good</i>	Transoms, Bainters, & Gratches	<i>Good</i>	Copper, or Y.M.	<i>✓</i>	Hatches	<i>Good</i>				
Waterways	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	(State if on Felt.)	<i>✓</i>	Boats	<i>"</i>				
Coamings	<i>"</i>	Ditto ditto at other places	<i>"</i>	When put on, Month	<i>✓</i>	Masts, Yards, &c.	<i>"</i>				
Up'r Dk. Beams & Fastenings	<i>"</i>	Keelsons	<i>"</i>	Rudder	<i>Good</i>	Condition, how ascertained	<i>by examination</i>				
Low'r Dk. Beams & Fastenings	<i>"</i>	Clamps, Shells & Stringers	<i>"</i>	Windlass & Capstan	<i>"</i>	Sails	<i>Good</i>				
Plating	<i>"</i>	Salting	<i>"</i>	Pumps	<i>"</i>	Equipment letter	<i>"</i>				
Planking	<i>"</i>	(State if examined.)	<i>"</i>	Engine Room Skylights	<i>"</i>	Anchors, No. of	<i>3 B 15.16</i>				
Ironails or Rivets	<i>"</i>	Ceiling	<i>"</i>	Coal Bunker, Open'gs, Lids, &c.	<i>"</i>	Cables (State if now ranged)	<i>Yes</i>				
Breasthooks & Stemson	<i>"</i>	Cement or Asphalt	<i>"</i>	Scuppers	<i>"</i>	" length	<i>210</i>				
		(State which.)	<i>"</i>	Cargo & Main H'tch'w'ys	<i>"</i>	" Rule length	<i>210</i>				
		Tanks	<i>"</i>			Hawsers & Warps	<i>Good</i>				
		(State if now tested.)	<i>"</i>			Standing & Running Rigging	<i>"</i>				
		Caulking of Bot'm, D'k, & Wat'r'w'ys	<i>"</i>								

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptd91, &c."

*This vessel appears to be in good condition, eligible in my opinion to remain as classed with fresh record of 7-95 in the Reg. Book & the notation of S.S. No 1-abn 95—*

Office Fee (if chargeable) per Scale II., Sec. 27 £ *3-10* less 10% £ *3-3*  
 Survey Fee (per Section 28) £ *3* : *3* : *Feb 29<sup>th</sup> 1895*  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :  
 \*Is Certificate now required? *Yes*

Committee's Minute

Character assigned *+2mc 7.95*

*no. 1* *no. 1-95*

*ABN 12-0245 (1/2)*

*30 AUG 95* *100A* *ABN 12-0245 (1/2)*



*S.S. "Glen Gelder"*

210 fms long & 17 1/2" dia. - The masts, spars, rigging and general equipment - examined & found in good condition. - The requirements of Circular No 880 complied with. - The windlass & steering gear are in good order -

*Repairs due to wear & tear*

a few deck planks renewed on each side of the bridge & on each side of the after hatch -

3 Indentations in the shell plating on the starboard side and one on the port side amidships drawn out in place - An outside butt strap fitted over the flat hull plate - at the after end of the fore foot - & a few loose rivets - renewed here & there at the fore end of the stern post. - The donkey boiler seating top plate renewed, & the floors underneath repaired. The bunker sides & main deck in the bunker on the port side repaired; one or two plates removed to facilitate the removal of the old donkey boiler being renewed. - a new donkey boiler fitted. -

*Francis Pulton*