

FRI 20 OCT 1893
No. 4305

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 Oct 1893 When handed in at Local Office 16th Oct 1893 Port of Belfast

No. in Reg. Book 748 Survey held at Belfast Date, First Survey 23 Aug Last Survey 13 Oct 1893 (No. of Visits 13) Master R. Smith

on the Wood, Iron or Steel &c. "Cardanbhan" Built at Port Glasgow By whom W. Murray & Co When 1880 6

TONNAGE:— GROSS 1132 Net 718 Owners Cardanbhan S.S. Co Ltd Port belonging to Glasgow

Surveyed Afloat or in Dry Dock? both Name of Dock Alexander Dry Dock Destined Voyage Andaman

WB=DBa 65' tons; f 94' tons; uE&B ✓ tons; CellDB ✓ tons; FPT 28 tons; APT 20 tons; MT ✓ tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. (for Special Survey, Date of last Survey and of Periodical Surveys.)	Years Assigned (if any).	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1	11, 91	* LMC
8896 No 2-88		12, 92

Last Survey, No. 1196 at Port Glasgow

(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.)

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S.S. No 3, and condition of Bottom due to grounding near Nantes on the 20th July last. This vessel has been seen in Dry dock. The flat of bottom was found slight set up on Port side, from a few feet abaft after 2 Room bulkhead, to about 80 ft forward of this. Only at one place did the set up reach a maximum of 3/4 inch. The displacement extended transversely over C & D staves, but was of a very slight nature & showed itself principally by a slightly wavy appearance between the frames. The cement inside was not broken excepting at one part over an area of about 2 square feet, in the tank, over a part of the shell plating which was markedly set up between the frames. The Cement has been renewed; but it was not considered necessary to do anything to the shell plating as the damage was so slight. The Bottom has been cleaned & coated, and one of the Rudder pintles rebushed.

The requirements for the completion of the S.S. No 3 as indicated on the

SUMMARY OF DAMAGE REPAIRS:—		Plates, Faired or Repaired; ✓	Frames, ditto.	Plates, Renewed;	Frames, ditto.	Other Repairs.
PRESENT CONDITION OF THE						
Boats	good	Transoms, Pointers, & Crutches	✓	Copper, or Y.M. (State if on Felt.)	✓	Hatches
Waterways	"	Timbers of Frame at the openings	✓	When put on, Month	✓	Boats
Stowings	"	Ditto ditto at other places	✓	Rudder	good	Masts, Yards, &c.
Fore Dk. Beams & Fastenings	good where seen	Keelsons	good where seen	Windlass & Capstan	"	Condition, how ascertained
Aft Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Pumps	not tried	Sails
Decking	good	Salting (State if examined.)	not seen	Engine Room Skylights	good	Equipment letter
Painting	"	Ceiling	"	Coal Bunker, Open'gs, Lids, &c.	"	Anchors, No. of
Frames or Rivets	"	Cement or Asphalt (State which.)	good where seen	Scuppers	"	Cables (State if now ranged)
Stemhooks & Stemson	not seen	Tanks (State if now tested.)	not tested	Cargo & Main Hatchways	"	" length size
		Caulking of Bot'm, D'k, & Wat'r'w'ys	good			" Rule length size
						Hawsers & Warps
						Standing & Running Rigging

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."

As far as seen this vessel is now in a good & efficient condition and eligible in our opinion to remain as classed with fresh date of survey 10, 93 & that the notation for Special survey No 3 be now made

Fee (if chargeable) per Section II, Sec. 27	£				Fees applied for,
Survey Fee (per Section 28)	£				Oct. 11, 1893
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	2	2	0	Received by me,
Printing Expenses (if chargeable)	£				Oct. 7, 1893
and Surveyor's Fee (if any)	£				ES

W. Campbell & Co. James Curpin Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 24 OCT 1893

Character assigned 100 A1 S.S. No 3 12.92 + N.B. 10.93 S.S. 10.93



REPORT ON MACHINERY

Glasgow Report No. 11,964 have now been done.

The Engine & Boiler bridges have been cleaned out & examined & cement tested & found hard & adhering well to the iron.

Nine reverse frames, much wasted, under the boiler, have been renewed. Six reverse frames in the Starboard bunker & three in the Port do. have been renewed.

The side bunker bulkheads have been almost entirely renewed on account of alteration due to fitting new Boilers.

The lower angles of the centre keelson have been renewed, under the Boilers, as they were much wasted in places.

In the Bunkers, ^{& cabins} the iron work is in good condition, the shell plating showing little sign of corrosion, a few beam knee rivets have been renewed, face plate of side stringer partly riveted, & new covering plate on strong beam.

The entire plating of Main deck, under the bridge, with the exception of the stringer plates has been renewed with 7/16 iron plates. This was considerably wasted in places but was renewed principally on account of structural alterations in the arrangement of casings & coaling hatches.

All the side frames of the Bridge were found much wasted just where they approach the cement chocks. As compensation for their weakness, bracket plates have been fitted at alternate ones, to the stringer plate.

The Machinery casings have been partly renewed.

The wood Bridge deck has been entirely renewed with 3" yellow pine.

A doubling plate has been fitted at the lower part of the boiler bulkhead where locally wasted.

Al Campbell & Sons
James Curpin



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