

REPORT of SURVEY for REPAIRS, &c.

No. *5405* Date, first Survey *21st Feb* Last Survey *6th May* 1882
 No. in Survey held at *Glasgow* Master *J. Thomas*
 Reg. Book. *203* on the *S. S. "A. Jean"*
 TONNAGE under Tonnage Deck *1108.83* Built at *Glasgow* When built *1870*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Or. Deck
 Ditto of Houses on Deck *47.69* Owners *J. F. Reid* Port belonging to *Leith*
 Ditto of Forecastle
 Gross Tonnage *1156.52* Residence
 Crew Space, as per Rule *56.53* By whom built *Harden Glasgow 6th* Destined Voyage *China*
 Register Tonnage, put on Beam
 Engine Room *170.09* If Surveyed Afloat *in Dry Dock* *Govan Dry Dock*
 Reg. Tons as St' mer, cut on Bm. *749.90* (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *5* Character in Register Book. *A1*
 Last Survey, No. *11233* Port *Lon* Classed

REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated.

For S. S. No 3.

Vessel placed in Graving Dock, the Holds, Bunkers & Peaks cleared & all close ceiling removed throughout the vessel, Boilers lifted out & Bearers removed & all oxidation clipped & beaten off for the examination of the vessel, the Windlass examined, the cables ranged in Deck the Anchors & general equipment attended to as per Sec 72-76. Now Done. 1 Shift of Middle Line Keelson with top & bottom Angles renewed in Boiler Space, 3 Floors, several side intercostal plates & Angles to same renewed in same space, a Rider Plate added to Middle Line Keelson between the Engine seating & Fore Engine Room Bulkhead, a number of brackets for supporting Hold Stringer renewed in side Bunkers & some extra reverse bars fitted to compensate for the original Bars being slightly washed in lower & lower deck bunkers, the Upper Deck entirely

| Present Condition of the | Good | Freenails Rivets | Good | Windlass and Capstan | Good |
|--|--|--------------------------------------|-------------|----------------------------|----------------------------|
| Decks <i>New</i> | | Breasthooks and Stemson | | Pumps | |
| Waterways | " | Transoms, Pointers, and Crutches | " | Boats | " |
| Comings | " | Timbers of the Frame at the openings | " | Masts, Yards, &c. | " |
| Upper Deck Beams & Fastenings | " | Ditto Ditto at other places | " | Condition, how ascertained | <i>Aloft</i> |
| Lower Deck Beams & Fastenings | " | Keelsons | " | Sails | <i>Well found</i> |
| Planksheers | " | Clamps and Shelves | " | Anchors | No. of <i>3 B. 15. 2 K</i> |
| Sheerstrakes | " | Ceiling <i>New</i> | " | Cables | <i>300 Fathoms</i> |
| Topsides | " | Rudder | " | Hawsers and Warps | <i>Well found</i> |
| Wales | " | Caulking of | " | Standing & Running Rigging | <i>Efficient</i> |
| Plank (Bottom) and Counter | " | Bottom, Deck, & Waterways | <i>Good</i> | | |
| Engine Room Skylights | <i>Good</i> | Coal Bunker, Openings, Lids, &c. | <i>Good</i> | Cargo and Main Hatchways | <i>Good</i> |
| General Observations, Opinion as to Class, &c. | <i>Scuppers</i> <i>Good</i> <i>Hatches</i> <i>Good</i> | | | | |

This vessel having been subjected to the requirements of the Rules for S. S. No 3, the above named repairs having been efficiently executed & the vessel placed in good and efficient condition, We are of opinion she is eligible to remain as classed & marked in the Register Book S. S. No 3 1882.

The Amount of Entry Fee ... £ 3: 0: 0 received by me, *Davidson & G. Kendall*
 Special ... £ 8: 8: 0 11/5/ 1882
 Certificate (if required) to be sent as per margin... £ 0: 5: 0
 Travelling Expenses, if any, £

Committee's Minute Tuesday, 16th May, 1882.

Character assigned

Lloyd's No 3-02 *GLS146-0390*
 ROBT. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

5705 gles

S. S. "A. gear" continued.

entirely removed except the margin Planks, the Side & Stringer plates examined repaired & coated, New deck laid all fore & aft of $3\frac{1}{2}$ Yellow Pine & part 4" Pitch Pine fastened with Galvanized Iron Bolts & Nuts. A number of rivets in flat of Bottom renewed under the Boiler & the Cement renewed & repaired all fore & aft where broken & rendered necessary for repairs, a few rivets renewed in after end of keel, Bottom cleaned & coated, Inside cleaned & cement washed throughout, a Deck Bridge House 22 ft long has been fitted on Spar Deck, Frames $4\frac{1}{2} \times 3 \times 8\frac{1}{16}$ 24" apart secured with Bracket-Wires to Stringer Plate, Side Plating $\frac{9}{16}$ thick, Stringer Plate $18 \times \frac{9}{16}$, Sides $9 \times \frac{9}{16}$, Beams $6 \times 3 \times 7\frac{1}{16}$ in alternate frames, Deck 3", the general arrangements have been carried out as per Section of same submitted & approved 20th July 1881. With reference to your letter of the 21st April 1881 & the London Report 39688 respecting a Bower Anchor being required, it was found that the vessel had 3 Bower Anchors, but as the one recently supplied could not be identified with the certificates produced all three Anchors have been tested now at the Glasgow Proving House & Certificates produced, William Fraser, Supt. 1 Kedge now supplied ^{cat} 2, 1, 17, Test as per Certificate Nos 5.0.0.0. Test at how Walker 27th April 1882, R. Barwell, Supt. Main Boom renewed, 5 Sails supplied, Tanks tested & found satisfactory, 90 fathoms of $2" \times 3\frac{1}{4}"$ inch Steel Wire Ropes now supplied & certificates of Test produced.

G. R. G. L. H.



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Foundation