

REPORT of SURVEY for REPAIRS, &c.

No. 5812

(Received at London Office, 31st Aug. 82.)

No. in Survey held at Reg. Book.

Glasgow

Date, first Survey 29 June

Last Survey 15 Aug. 1882

1072 on the Iron S.S. "Summerlee"

Master J. Stewart

Official Number
TONNAGE under Tonnage Deck 1094
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 1102
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. 833

Built at Glasgow When built 1877
Owners W. Neilson Port belonging to Glasgow
Residence Glasgow
By whom built J. & G. Thomson Destined Voyage Bilbao
If Surveyed Afloat or in Dry Dock Inglis' slip & afloat
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 5665 Port Gls. Classed 100A.1.
REPAIRS, OR EXAMINATION AS PER RULE Damage Repairs. S.S. No. 1-81. 3.82
Cause of Repairs to be clearly stated.

This vessel having grounded in Bilbao river, the keel and bottom amidships for about 40 feet in length and strakes being set up about 4 inches under the midship ballast tank - the following repairs have now been done:-

Two lengths of bar keel removed, repaired and replaced; on starboard side 3 garboard plates renewed, 1 garboard plate removed, faired and replaced; also 3 plates in B strake, 2 plates in C strake, 3 plates in D strake all removed and replaced; on port side, 2 garboard plates renewed; 3 plates in B strake, 3 plates in C strake and 3 in D strake all removed, faired and replaced. The following now renewed, 13 floors on the port side, 1 ditto on the starboard side, 13 reverse frames on the port side from middle line to side and bilge keelsons alternately, 2 middle line keelson plates and the lower angle irons in way of same, 4 wash plates on the port side

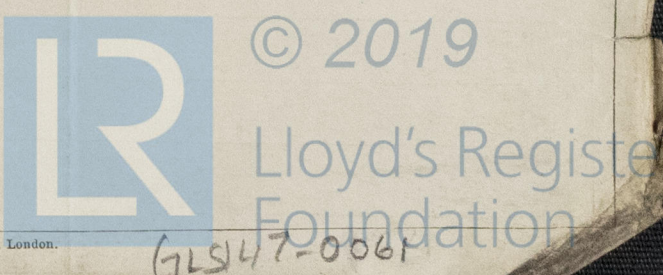
Present Condition of the
Decks good Treasures Rivets good Windlass and Capstan good
Waterways Breasthooks and Stemson " Pumps good
Comings Transoms, Painters, and Crutchies " Boats
Upper Deck Beams & Fastenings Timber of the Frame at the openings " Masts, Yards, &c. " from d.k.
Lower Deck Beams & Fastenings Ditto Ditto at other places " Condition, how ascertained
Planksheers Keelsons " Sails good
Sheerstrakes Ceilings " Anchors No. of all
Topsides Plating " Rudder " Cables said
Wales Copper (or Y.M.) When put on " Hawers and Warps to be
Plank (Bottom) and Counter Caulking of Bottom, Deck, & Waterways good Standing & Running Rigging good & complete
Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good
General Observations, Opinion as to Class, &c.

The above named repairs have been carried out in a good and efficient manner; the vessel is now in good and efficient condition and is eligible in my opinion to remain as classed.

Repairs
The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, J. Stewart
Special ... £ 4 : 4 : 0 28/8 1882
Certificate (if required) to be sent as per margin... £ 0 : 0 : 0
(Travelling Expenses, if any, £)

J. Stewart
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Friday, 1st September, 1882
Character assigned 100A.1
J. Stewart



3 ditto on the starboard side.

The following have been repaired, 1 floor on the starboard side doubled where slightly cracked; 3 floors on the port side, and 2 floors on the starboard side, removed, faired and replaced; 11 beams ~~knees~~ to tank top bent at middle line, straightened and doubled for about 6 feet in length; 2 middle line keelson angle bars (upper) and 1 beam to tank top, removed faired and replaced; 2 frames on each side, efficiently strapped; 9 beam knees to tank top on each side repaired with strong bracket knee plates; all the stanchions in the tank and 9 ditto between decks removed, faired and replaced; 2 garboard plates on the port side removed, faired and replaced; 2 plates in the tank top repaired at the middle line with efficient doubling plates; the cement on bottom in way of the damage repairs renewed, and the ceiling relaid and fastened. The water ballast tank tested.

G. Stanbury

