

REPORT of SURVEY for REPAIRS, &c.

(Received at London on) THURSDAY 29 NOV 1883

No. 6335

No. in Survey held at Glasgow Date, first Survey 9th April Last Survey 9th November 1883
 Reg. Book. (No. of Visits 51) Master H. Hutchinson
230 on the Iron S.S. "Gargwin" YEAR. MONTH.

TONNAGE under Tonnage Deck 1186
 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 1190
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. 766
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Built at Glasgow When built 1877 7
 Owners W. Dixon (Lim.) Port belonging to Glasgow
 Residence Glasgow
 By whom built Londonderry Glasgow & Co. Destined Voyage Bilbao
 If Surveyed Afloat or in Dry Dock Retain in ship and afloat
 (State Name of Dock) Years assigned. Character in Register Book.

Last Survey, No. 5373 Port GL
 REPAIRS, OR EXAMINATION AS PER RULE Damage Repairs and Society's Freeboard (if assigned) as painted on Ship
 Cause of Repairs to be clearly stated. S.S. No. 3. and Renewal of boiler.
 State dates of any letters respecting this case

On the 7th December 1882, this vessel struck heavily on the rocks and was stranded near the entrance to Bilbao Harbour, and the damage stated to have been then sustained has now been repaired as follows:

In the main hold, 16 frames on the starboard side and 3 frames on the port side renewed from keel to gunwale; 28 frames on the starboard side and 18 on the port renewed from the keel to the lower deck and to the upper part of bilges alternately. In the machinery space 22 frames on the starboard side and 17 on the port side renewed from the keel to the lower deck and to bilges alternately. In the after hold 36 frames on the starboard side and 28 on the port side, renewed from the keel to the lower deck and bilges alternately. The butts of the frames well shifted and strapped. Also 36 reverse frames on the starboard side of the main hold and 26 on the port, renewed from the keel to the bilges; 19 double reverse frames on the starboard side and 14 on the port, renewed in the machinery.

Present Condition of the
 Decks good Transoms good Windlass and Capstan iron (patent) good
 Waterways " Breasthooks and Stems " Pumps "
 Comings " Transoms, Pointers, and Crutches " Boats "
 Upper Deck Beams & Fastenings " Timbers of the Frame at the openings " Masts, Yards, &c. "
 Lower Deck Beams & Fastenings " Ditto Ditto at other places " Condition, how ascertained examined
 Planksheers " Keelsons " Sails good
 Sheerstrakes " Clamps and Shirts " Anchors No. of 3 B. 1 B. 2 K.
 Topsides Plating Ceiling " Cables ranched 285 fms.
 Wales " Rudder " Hawsers and Warps good and
 Plank (Bottom) and Counter " Copper (or I.M.) When put on " Standing & Running Rigging sufficient
 Engine Room Skylights good Cement (if Iron Ship) Renewed, now Cargo and Main Hatchways good Hatches good
 Coal Bunker, Openings, Lids, &c. good Caulking of Bottom, Deck, & Waterways good Scuppers good

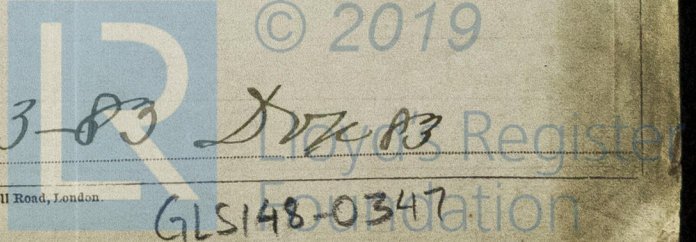
General Observations, Opinion as to Class, &c.
 This vessel is now in good and efficient condition and is eligible in our opinion to remain as classed, and the requirements of the special survey No. 3. having been fully complied with at this time, we respectfully submit that she be marked S.S. Glasgow No. 3. 1883, in the Register Book.

The Amount of Entry Fee ... £ 4 : 0 : 0 received by me, W. Mumford
 Special ... £ 8 : 6 : 0 24/11/1883
 Certificate (if required) 2 : 2 : 0
 to be sent as per margin... £ 33 : 8 : 0

(Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned 100A
24/11/83 + NB W. Mumford S.S. No 3-83 24/11/83
 FRIDAY 30 NOV 1883
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

(If a Steam Ship, state whether or not a Report is also sent on the Machinery)

(Insert Character precisely as in Register)



space to the upper and lower parts of the bilges alternately; also 2 double reverse frames refitted. In the after hold, 26 reverse frames remained on the starboard side and 19 on the port side, from the middle line to the bilges. The butts of the reverse frames properly shifted and efficiently strapped. Also 78 half floors remained on the starboard side, and 64 ditto on the port side of the vessel, and 5 floors renewed abaft the after peak bulkhead. One vertical plate of the centre keelson and 3 lengths of angle irons at the upper and lower edges of the same - renewed amidships; one rider plate to the same keelson in the main hold, removed, welded and refitted. Two lengths of angle bar to the starboard side keelson amidships, and one vertical plate forming a side girder in the after tank - renewed. Nearly all the length of the whole of the keelsons - rivetted. The fore length of bar keel removed, fair'd and re-fitted; the remainder of the length of keel renewed. The stern frame and rudder entirely renewed. Bottom plating - 72 plates renewed in A, B, C, D and E strakes on the starboard side, and 68 plates renewed in A, B, C, D, E and F strakes; 11 plates removed, fair'd and replaced on the starboard side in B, C, D and E strakes, and 7 plates similarly treated on the port side in B, C and E strakes. Several angle iron beams to the tank tops, and bracket plates at the sides of the tanks, besides several of the vertical stay plates in the tanks, renewed; also 27 margin and other plates of the inner bottoms, renewed; and the remainder of the plates of the tank tops in the main and after holds, nearly all repaired or refitted. The lower plates of the bulkheads amidships renewed; and the fore and aft bulkhead of the side bunkers partly renewed. All the cement and a considerable quantity of the close ceiling renewed. The water ballast tanks in the main and after holds duly tested after the repairs, while the vessel was on the slipway, and found satisfactory. Two bower anchors now supplied with one - weight (ex stock) ^{Chas. Des. Pils.} 23. 2. 0. Certificate of test No. 884, dated Glasgow 5th Sept. 1883, signed W. Fraser. Test 23. 9. 0. 7. ; two - weight (ex stock) 23. 1. 14. ^{J. C. 2. 2.} Certificate of test dated 23 Aug. 1883, Sunderland, signed J. Hartness. Test 23. 8. 0. 14. Also 45 fms. of chain cable now supplied; viz: - 15 fms. ^{1 7/16} Certificate of test No. 499, dated Glasgow 5th Sept. 1883, signed W. Fraser, Tests 61.4 + 43.9 tons. And 30 fms. ^{1 7/16} chain, Certificate No. 570, dated Glasgow 4th Oct. 1883, signed W. Fraser, Tests 61.4 and 43.9 tons. The chain cable ranged - 285 fms, including the new chain now supplied. The deck fittings and equipment generally repaired. The vessel having been submerged at the time of the accident the lining in cabins and sparring has been removed, and the iron work of the hull, inside and outside, now cleaned free from rust and recoated. The masts and spars examined.

The whole of the requirements of the special survey No. 3, have been fully carried out at this time.