

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURSDAY 4 SEPT 1884

No. 6628

No. in Reg. Book

Survey held at

Glasgow

Date, First Survey 26<sup>th</sup> July Last Survey 25<sup>th</sup> Aug 1884

(No. of Visits)

Master G. Dean

YEAR. MONTH.

When 1880

TONNAGE:

NET 741

GROSS 1144

UNDER DK. 423

Built at Port Glasgow By whom H. Murray & Co.

Owners MacLaren, Crum & Co.

Port belonging to Glasgow

Owners' Address Glasgow

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock or Slip Name of Dock Pointhouse Slip Destined Voyage Batoum

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 14 ft. 10 ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

100 A. 1.

Last Survey, No. 603 Port Gen

State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water ft. ins. as painted on Ship. in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Repairs, and Special Survey N: 1-84

Repairs on account of damage through stranding:— The stem taken out a new lower piece welded on to it, replaced, and re-riveted. On the starboard side forward, nine new plates fitted, new lower pieces fitted to five frames and two reverse frames, three tank side knee plates and 13 feet of tank side angle iron new, and three tank side knee plates taken out, faired, and replaced. On the port side forward, eight new plates fitted, one indented plate faired in place, and a new lower piece fitted to one frame. One floor plate new. A piece fitted into one of the bridge plates on port side, and one of the coal bunker plates new. The ballast tanks cleaned out and examined, and their efficiency tested by a head of water to the height of the light water-line; the cement repaired; and the bottom and outside of the vessel cleaned and recoated. The whole of the close ceiling and sparring removed, to the height of the hold or lower deck stringer, all fore and aft, except in the side bunkers in engine and boiler space; the ironwork inside of the vessel cleaned down and recoated to the height of the main deck in the fore peak, fore hold, and main hold, and to the height of the hold stringer in the after hold.

(Over)

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	"	Trees on Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stemson	"	Copper, or Y.M. When put on (State if on Felt.)	"	Condition, how ascertained	From deck
Up'r Dk. Beams & Fastenings	"	Transoms, Bolsters, & Crutches	"	Cement (if Iron Ship)	Good	Sails	Good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Caulking of Bot'm, D'k, & Wat'rways	"	Anchor No. of	3 B. 1 S. 2 K.
Plank sheers	"	ditto at other places	"	Windlass & Capstan	"	Cables	Good
Sheerstrakes	"	Keelsons	"	Pumps	"	Hawsers & Warps	"
Topsides	"	Clamps & Shells	"			Standing & Running Rigging	"
Wales	"					Hatches	"
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

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

This vessel is now in good and efficient condition, eligible in my opinion to remain as classed, and when the survey is completed to be noted in the Register Book S. S. Gls. N: 1-84.

Entry or Registration Fee (if chargeable) (per Section 27, Scale I.)	£ 3 : 3 : -
Survey Fee (per Section 28)	£ 7 : 4 : -
Special Damage Fee (if any) (per Sec. 28)	£ - : - : -
Certificate (if required)	£ - : - : -
Travelling Expenses (if chargeable)	£ - : - : -
Postage Fee (if any)	£ - : - : -

received by me,

2/9/1884

Surveyor to Lloyd's Register of British & Foreign Shipping.

Owner's Minute

Character assigned

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

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GLS 149-0300



and after peak. The ceiling and sparring replaced; thirty grain boards new; the forecastle deck rescaulked; the cut and fish falls on both sides new; and one water port door on port side forward new. The windlass and No. 1 & 2 steam winches repaired, and the messenger chain new. The after steering gear repaired and refastened; a new warping chock fitted on port quarter; and two of the boats repaired. Now supplied with 90 fms. each of  $5\frac{1}{2}$ , 6, &  $6\frac{1}{2}$  ropes, and a new deep sea lead line. The sluices and pumps repaired. Three sails new and one repaired; the mizen topmast shroud on starboard side new; the running gear partly renewed; and the tarpaulins for No. 2 & 3 hatchways new. The forecastle and cabin fittings repaired and partly renewed, and sundry repairs to deck fittings.

### Special Survey No. 1.

In addition to the foregoing, the masts, spars, and equipments examined, thereby complying with the requirements of the Rules for S.S. No. 1, with the exception of the examination of the side bunkers in engine and boiler space, the close ceiling of which requires to be removed, and the ironwork cleaned and recoated; this the Owners intend to have done on the vessel's return from her present voyage.

Jo. Thomson.