

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office, \_\_\_\_\_

22 SEPT 1885

Survey held at Glasgow Date, First Survey 23<sup>rd</sup> May, Last Survey 19<sup>th</sup> Sept 1885  
 on the PLANER No. S.S. Glenlyon Master Sommers  
 TONNAGE NET 1471 GROSS 2161 UNBER DR. 2084  
 Built at Glasgow By whom London & Glasgow Co. When 1872-10  
 Owners McGregor, Gov & Co. Port belonging to Glasgow

Owner's Address \_\_\_\_\_  
 Surveyed  Afloat  in Dry Dock Name of Dock Govan dock Destined Voyage India  
 Length of Poop  ft.: of Forecastle 41 ft.: of Raised Or. Deck  ft.: Moulded Depth 26 ft. 0 ins.  
 (if these particulars are not yet recorded in the Register Book.)

Classed S 100 A.1.  
 Last Survey, No. 144388 Port London S.S. No. 2-81 12, '83  
 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 5 ft. 11 ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship in fresh water 5 ft. 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE S.S. No. 3, and Renewal of Boilers  
 In hold the close ceiling removed, all oxidation chipped or bratis off the floors, frames & all iron work, cement repaired where necessary and ceiling renewed throughout of 3" and 2 1/2" pitch pine. In fore and after peaks all iron work sealed and recoated.  
 In machinery space and cross bunkers, all oxidation removed from floors frames &c., and the following repairs effected:-  
 In boiler room, the whole of the reverse has renewed from bilge to bilge; five floor plates on starboard side, and six on port side renewed; the middle line, side, and bilge keelson angles renewed; eight middle line wash plates, seven intercostal plates to side keelson on starboard side, and eight on port side renewed, and the whole of the boiler seating renewed.  
 In after cross bunker, the floors (seven in number) doubled for four feet at middle line, and the two bulkhead floors doubled for six feet. Three angles (7 x 3 x 1/2) have been fitted to lower deck stringers.

PRESENT CONDITION OF THE

Decks	good	Planks (Bottom) & Counter	good	Ceiling	all renewed	Boats	good
Waterways	-	Unusually Rivets	"	Rudder	good	Masts, Yards, &c.	"
Comings	-	Breasthooks and Stomons	"	Windlass & Capstan	"	Condition, how ascertained	Examined
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Gratches	"	Pumps	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B. 1 S. 2 K.
Blackboards	-	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrwy's	"	Cables	Ranged 270 fms.
Sheerstrakes	"	Keelsons	"	Copper or V.M.	(State if on hold)	Hawsers & Warps	90 fms of 7 1/2" hawser steel remainder good. 12 repaired.
Topsides	"	Clamps & Shelves	-	When put on		Standing & Running Rigging	good
Wates	-						
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good
Hatches	good						

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

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed, and to be noted in the Register book. S.S. Glasgow No 3-85. The equipment will be completed by the addition of 90 fms of 7 1/2" hawser, and the fresh water marks to the freeboard disc will be painted in, at London to which port the vessel now proceeds.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 5 : 0 : 0  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : : :  
 Survey Fee (per Section 28) £ 10 : 10 : 0  
 Special Damage Fee (if any) (per Sec. 28) £ : : :  
 Certificate (if required) to be sent to the margin £ : 5 : :  
 Travelling Expenses (if chargeable) £ : : :  
 Second Surveyor's Fee (if any) £ : 10 : 6  
 received by me. 21/9/1885

Committee's Minute \_\_\_\_\_  
 Character assigned 100 A.1.  
 TUESDAY 22 SEPT 1885  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 Robert Edmund Taylor & Son, Commercial Steam Printers, 18, Old Street, Goswell Road, London.

No. 2 for Repairs. The Surveyors are requested not to write on or below the lines reserved for the Committee.

Insert Character precisely as in Register Book.

GLS 151-005A (1/2)

throughout boiler room and cross bunkers, on both sides of ship.

Bunker bulkheads repaired, tunnel plating through after cross bunker renewed, all cement in boiler room, and in after cross bunker renewed, and in fore cross bunker and engine room, cement repaired, and iron work recoated. Bram mountings in boiler hatch renewed; and all close ceiling in cross bunkers renewed of 3" and 2 1/2" pitch pine.

Twenty upper deck plates, and fourteen main deck plates in way of engine and boiler hatchways renewed, the two plates at the after corners of the boiler hatch of increased thickness.

Boiler hatch casing between main and upper decks, and above upper deck renewed, coamings to engine casing on weather deck renewed, new angles fitted to upper deck hatches throughout, and upper deck renewed of 4" yellow pine.

In saloon and cabins lining stripped where necessary to admit of the iron work being sealed and recoated.

Vessel placed in dry dock, bottom cleaned and recoated, six outside straps fitted on starboard bilge, and five on port bilge where butts were worn. Rudder pintles cut off and renewed, all wasted rivets renewed throughout ship, and the outer surface of shell plating sealed and repainted from light blue to green.

A topgallant forecaste 41 feet in length, and 6' 7" high from deck to deck has now been built on ship, in accordance with approved sketch attached to this report. New hawsepipes have been fitted, and with windlass shifted up to forecaste deck.

New solid latches have been fitted throughout to main and upper deck hatchways, the upper deck latches being faced with teak. The main mast has been lifted out, and six plates at the heel renewed, the main boom and main jaff have been renewed of pitch pine, the whole of the standing rigging has been renewed of best galvanised charcoal iron wire. The chain cables have been ranged (270 lbs.) also the stream chain (75 lbs.) and the remainder of the masts, spars, and general equipment examined and found in good condition.

The following alterations have now been made in the tonnage:

Under deck	2083.77 tons	The foreboard of 5' 11" as assigned by the Committee has again been marked on the ship's sides, but the peak water marks have been omitted, and 90 fms. of 7 1/2" lead are yet required to complete equipment, this will be attended to in London, to which place the vessel now proceeds.
Houses on deck	37.25 "	
Forecaste	39.82 "	
Gross tonnage	2160.84 "	
Crew space	58.81	
Engine room	691.28	750.09 "
Net Register tonnage	1410.75 "	

Chas. Wilson G. Stanger

GLSIS - 0059 (212)