

# 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 S.S. "Glenlyon" Master Summers  
 TONNAGE 1471 Built at Glasgow By whom London & Glasgow Co. When 1872-10  
 NET 1471 Owners McAlister, Gov. & Co. Port belonging to Glasgow  
 GROSS 2167 Owner's Address (if not already recorded in Appendix to Register Book.)  
 UNDER DE. 2084

Surveyed Afloat or in Dry Dock 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.)

Last Survey, No. 144388 Port London Classified 3 100 A.1.  
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 as painted on Ship in fresh water 5 ft. 6 ins.  
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE S.S. No. 3, and Renewal of Boilers  
not yet painted on

In hold the close ceiling removed, all oxidation chipped or beaten 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 Nelson angles renewed; eight middle line wash plates, seven intercostal plates to side Nelson 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 Plating (Bottom) & Counter good Ceiling all renewed Boats good

Waterways ✓ Uncombed Rivets ✓ Rudder good Masts, Yards, &c. ✓

Comings ✓ Breasthooks and Stems ✓ Windlass & Capstan ✓ Condition, how ascertained examined

Up'r Dk. Beams & Fastenings ✓ Transoms, Pointers, & Gratches ✓ Pumps ✓ Sails good

Low'r Dk. Beams & Fastenings ✓ Timber of Frame at the openings ✓ Cement (if Iron Ship) ✓ Anchors No. of 3 B. 1 S. 2 K.

Plating ✓ Ditto ditto at other places ✓ Caulking of Bot'm, D'k, & Wat'rways ✓ Cables Ran 270 fms.

Sheerstrakes ✓ Keelsons ✓ Copper or V.M. (State if on hold) ✓ Hawser & Warps 90 fms of 7 1/2" hawser still remainder good.

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 Section 37. £ 5 : 0 : 0  
 Office Fee (if chargeable) per Section 37. £ 10 : 10 : 0  
 Survey Fee (per Section 38) £ 10 : 10 : 0  
 Special Damage Fee (if any) (per Section 39) £ 5 : 0 : 0  
 Certificate (if required) to be sent to the margin £ 5 : 0 : 0  
 Travelling Expenses (if chargeable) £ 10 : 6 : 0  
 Second Surveyor's Fee (if any) £ 10 : 6 : 0

Committee's Minute TUESDAY 22 SEPT 1885

Character assigned 100 A.1.

100 A.1. S.S. No 3-85

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 15, Old Street, Goswell Road, London.

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

Lloyd's Register Foundation

GLS 151-003A (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 2½" 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 gunmetal.

A topgallant forecasse 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 forecasse 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 gaff 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 fms.) also the stream chain (75 fms.) 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
Houses on deck	37.25 "
Forecasse	39.82 "
Gross tonnage	2160.84 "
Crew space	58.81
Engine room	691.28
Nett Register tonnage	1410.75 "

The keelboard 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 7½" hawser are yet required to complete equipment, this will be attended to in London, to which place the vessel now proceeds.

Chas. T. Whiff. G. Stanger