

REPORT of SURVEY for REPAIRS, &c.

THURS 18 MARCH 1886

Received in London Office,

No. 4363

No. in Reg. Book. Survey held at Glasgow Date, First Survey 16th Feb Last Survey 5th March 1886
(No. of Visits) Master W. Walker

1814 on the Iron S.S. "Gasper" Built at Glasgow By whom J.B. Seath & Co. When 1880
Tonnage:— (Gross) 279 Owners W. Robertson & Co. Port belonging to Glasgow
NET 226 (if not already recorded in Appendix to Register Book.)

GROSS 279 Owner's Address (if not already recorded in Appendix to Register Book.)
UNDER DK. 226 Surveyed Afloat in Dry Dock — Name of Dock Kelvinhaugh ship Destined Voyage Coasting

Length of Poop — ft.: of Forecastle — ft.: of Raised Qr. Deck — ft.: Moulded Depth — ft. ins.
(if these particulars are not yet recorded in the Register Book.) Years assigned, if a Wood Ship. Character in Register Book.

Classed 100A.1.
Last Survey, No. 7559 Port Npr S.S. No. 1. '85 (f) 2'85"

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.) Society's Freeboard (if assigned) as painted on Ship in salt water — ft. — ins. in fresh water — ft. — ins.

REPAIRS, OR EXAMINATION AS PER RULE Damage Repairs

On the 11th Feb. 1886, it is stated this vessel was in collision with the S.S. Shamrock in Dublin river, and the damage sustained is described in the accompanying copy of a damage report made at the Owner's request. This damage has been repaired as recommended therein, as follows:—

On the starboard bow, 11 frames renewed from the forecastle stringer to below the fore peak tank top; 1 frame renewed for 5 ft. below the forecastle stringer; 4 plates of the forecastle side, 2 main sheerstrake plates, 1 plate in the strake below the main sheerstrake and one forecastle stringer plate and stringer angle iron, also one bulwark plate—all renewed. One forecastle stringer plate and stringer angle iron removed, repaired and replaced, and one bulwark plate similarly treated. On the port bow 7 frames renewed from the forecastle stringer to below the tank top. Three forecastle beams renewed and repaired, one main deck beam knee repaired with a bracket knee plate. The forecastle deck nearly all renewed of 3rd yellow pine, the weather decks all caulked. The starboard end of the bridge house part renewed. The chain plates and rigging screws to the three masts repaired. Two forecastle stringer

PRESENT CONDITION OF THE		Boats	
Decks	<u>good</u>	Plank (Bottom) & Counter	<u>good</u>
Waterways	<u>—</u>	Trussing or Rivets	<u>—</u>
Comings	<u>—</u>	Breasthooks and Stemson	<u>—</u>
Up'r Dk. Beams & Fastenings	<u>—</u>	Transoms, Pointers, & Crutches	<u>—</u>
Low'r Dk. Beams & Fastenings	<u>—</u>	Timbers of Frame at the openings	<u>—</u>
Planksheers	<u>—</u>	Ditto ditto at other places	<u>—</u>
Sheerstrakes	<u>Plating</u>	Keelsons	<u>—</u>
Topsides	<u>—</u>	Champs & Shells	<u>—</u>
Wales	<u>—</u>	Ceiling	<u>good</u>
Engine Room Skylights	<u>good</u>	Rudder	<u>—</u>
Coal Bunker, Openings, Lids, &c.	<u>good</u>	Windlass & Capstan	<u>—</u>
General Observations, Opinion as to Class, &c.:	<u>—</u>	Pumps	<u>—</u>
		Cement (if Iron Ship)	<u>—</u>
		Caulking of Bot'm, D'k, & Watrways	<u>—</u>
		Copper, or P.M. (State if on Belt.) When put on	<u>—</u>
		Boats	<u>good</u>
		Masts, Yards, &c.	<u>—</u>
		Condition, how ascertained	<u>from deck</u>
		Sails	<u>good</u>
		Anchors No. of	<u>2 B. 1 B. 1 H.</u>
		Cables	<u>said to be complete</u>
		Hawsers & Warps	<u>good and</u>
		Standing & Running Rigging	<u>sufficient</u>
		Hatches	<u>good</u>

This vessel is now in good and efficient condition and is eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (if any) (per Sec. 28) £ : :
Certificate (if required) to be sent as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute FRIDAY 19 MARCH 1886
Character assigned 100A.1
received by me G. Stanbury
Surveyor to Lloyd's Register of British & Foreign Shipping.

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.
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plates on the port side removed for damage repairs and afterwards replaced; one doubling plate to the main sheerstroke at the starboard after end of the forecabin, removed, faired and replaced; one frame on the port bow repaired with a bonum strap; all the damaged bulwarks, rubbing bittings, and deck fittings described in the accompanying report repaired; the fore peak tank top made good as before and the tank tested; the bottom of the vessel cleaned and recoated.

Alterations - The cargo hatchway (No. 2) iron coamings increased in depth to 34 inches above the deck, from 16 inches the original depth, with one bulk plate diagonal stay on each side at the centre of the length of the hatchway. A deep plate athwartship beam fitted (new) to this hatchway. The iron casing round the boiler opening in the raised quarter deck now shifted 11 ins. further out from the middle line on each side and connected to the fore and aft tie plate with angle iron, and an iron gutterway formed on each side of this opening, 4 inches wide, filled in with cement.

The fore and iron bulkhead of the raised quarter deck - wasted away above the main deck and in way of the ends of the deck plating - now doubled right across with a plate 12 ins \times $\frac{6}{16}$ in.

The fore and aft iron bulkheads of the captain's cabin in the middle of the bridge house shifted out 14 ins. on each side and connected to the deck tie plates as before. This cabin is now entered from the bridge deck by a ladderway.

A topgallant bulwark of $\frac{1}{4}$ in. plates now fitted between the raised quarter deck and bridge house on each side, 16 inches deep, and efficiently connected to the original bulwarks.

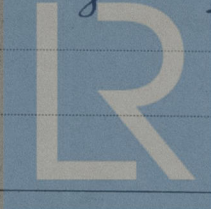
A middle line cat head crane is now fitted on the forecabin in lieu of the cat and fish davits originally fitted at the sides.

The main hatchway stanchions repaired, the iron ledges for the hatches part renewed, and the angle iron supports for the shifting beams renewed.

G. Stanbury.

Tonnage as Altered.

Tonnage under deck	235.80
Breasts	39.38
Round Houses	6.98
Excess of hatches	5.02
Gross tonnage	287.18
Propelling space	119.30
Crew space	49.81
Net Register Tonnage	118.07



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