

# REPORT of SURVEY for REPAIRS,

No. **4558**

Received in London Office,

FRIDAY 30 JULY 1886

No. in Reg. Book. **468** Survey held at **Glasgow**

Date, First Survey **12<sup>th</sup> March** Last Survey **23<sup>rd</sup> July 1886**

(No. of Visits **35**)

Master **F. Gray** YEAR MONTH

TONNAGE:—

NET **1822**

GROSS **2827**

UNDER DECK **1857**

Built at **Glasgow**

By whom **J. Elan & Co.**

When **1872**

Owners **Macgregor, Gor & Co.**

Port belonging to **Glasgow**

Owner's Address

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

If Surveyed Afloat or in Dry Dock

Name of Dock **Goran dry dock** Destined Voyage **China**

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

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

Classed

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No. **325** Port **Ing**

**u** **100 A.1.**  
**S.S. Lon. No 2-81**  
**12.84**

(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. **13<sup>th</sup> Feb. 1886.**)

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No 3, and Renewal of Boilers.**

In holds the close ceiling removed and all oxidation chipped or beaten off all floors, frames, and iron work; Cement repaired where necessary, and ceiling renewed of 3" and 2½" pitch pine, the ceiling on tunnel in after hold also renewed, and sparring in holds and between decks partly renewed. In fore and after peaks and between decks all iron work scaled and treated.

In Machinery space & cross bunkers all oxidation removed from floors, frames &c., and the following repairs effected:— In boiler room all the cement broken out, the reverse bars renewed from bilge to bilge, eight floors in way of boilers renewed, and three floors at each end of boiler room doubled for six feet at middle line; the rider plate and upper angles to Centre Kelson, and the side and bilge kelson angles renewed, the buttocks properly shifted and connected by bison pieces. The lower deck stringer face angle and plate renewed and extended through forward cross bunker. In forward and after cross

PRESENT CONDITION OF THE

Decks **New** **in 1885**

Waterways **good**

Comings **"**

Up'r Dk. Beams & Fastenings **"**

Low'r Dk. Beams & Fastenings **"**

Plating **"**

Sheerstrakes **"**

Topsides **"**

Engine Room Skylights **good**

Blank (Bottom) & Counter **good**

Transoms or Rivets **"**

Breasthooks and Stemson **"**

Transoms, Paints, & Gratings **"**

Timbered Frame at the openings **"**

Stitch ditto at other places **"**

Keelsons **"**

Clamps & Shells **"**

Ceiling **good**

Rudder **"**

Windlass & Capstan **"**

Pumps **"**

Cement (if Iron Ship) **"**

Caulking of Bot'm, D'k, & Wat'rways **"**

Copper on B'k (State if new or old) **"**

When on B'k **"**

Boats **good**

Masts, Yards, &c. **"**

Condition, how ascertained **Examined**

Sails **good**

Anchor No. of **3 1/2, 15, 2 1/2**

Cables **Ran 300 fms.**

Hawsers & Warps **good**

Standing & Running Rigging **"**

Coal Bunker, Openings, Lids, &c. **good** Scuppers **good** Cargo & Main Hatchways **good** Hatches **"**

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

With the exception of a few main deck planks which the owners propose to renew in London, this vessel is in good and condition and eligible in my opinion to remain as classed, noted in the Register Book, S.S. Glasgow No 3-1886.

FOR NOTING.  
**per Scale I, Sec. 27. £ 5: -**  
**per Scale II, Sec. 27. £ 12: 12: 0**  
**(if any) (per Sec. 27) £ - : 5: -**  
**(red) to be sent as per margin £ - : 10: 6**  
**ses (if chargeable) £ - : -**  
**or's Fee (if any) £ - : -**

Committee's Minute

TUESDAY 3 AUGUST 1886

Character assigned

**+ S.S. No 3-86**

Note dated **18<sup>th</sup> Feb 1886**

**per London**

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

**Iron Dk**  
**New Dk 86**

**Res. L. Whing.**

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

Lloyd's Register Foundation

GLS152-0191(1/2)



Bunkers, the cement has been broken out at the middle line & the floors doubled for about five feet at the centre.

Mountings & strong beams in boiler space renewed, wing bunker bulkheads renewed, fore cross bunker bulkhead at lower part renewed, all iron work in machinery space and cross bunkers scaled and cleaned, some small doubling plates fitted where the inner surface of shell plating was slightly scored, the cement renewed in boiler room and cross bunkers, and repaired in Engine room, and the ceiling in cross bunkers renewed.

The upper deck has been lifted and an iron deck laid all fore and aft,  $\frac{3}{16}$ " thick amirships tapered to  $\frac{6}{16}$ " at the ends of the vessel, and a new 4" deck of yellow pine has been laid on the iron deck. A bridge 64 ft. long has been constructed amidships with four longitudinal iron bulkheads extending the whole length, five partial bulkheads on port side and six on starboard side. New angles have been fitted round all hatchways and casings on upper deck. An iron deck saloon 40 ft. x 40 ft., has been erected aft, connected to iron hood over steering gear, with a double row of stanchions fitted between decks. The main deck forward has also been renewed.

The vessel has been placed in dry dock, the bottom cleaned and recoated, all wasted rivets throughout the ship renewed, the outer surface of shell plating scaled and repainted from light line to gunwale. Rudder lifted, hull painted renewed & remainder of paintwork re-brushed. Some black rivets renewed in dinge in upper landing edge of garboard on port side, where vessel was stated to have touched the ground in coming round to this port.

New solid latches fitted throughout to main and upper deck hatchways; the main topmast has been renewed of pitch pine, the whole of the standing rigging renewed of best galvanised iron wire. The chain cables have been ranged, and the remainder of the masts, spars & general equipment have been examined and found in good condition. Sixty fathoms of 7 in. & of 6 in. hawsers have now been supplied.

The following alterations have now been made in the tonnage: -

Under deck	1856.57
Two decks	842.88
Homes	127.08
Gross	2826.53
Propelling span	904.49
Dead space	100.26
Net Register	1821.78

A few main deck plates yet require to be renewed, but the owners propose to do this in London to which port the vessel is now bound from here.

Chas. Smith

and for W. T. Mumford, Agent to the Owners