

REPORT of SURVEY for REPAIRS, &c.

7637

Received in London Office, MONDAY 27 SEPT 1886

No. 4634 Port of Glasgow
 No. in Survey held at Dumbarton Glas. Date, First Survey 23rd Aug 1886 Last Survey 18th Sep 1886
 eg. Book. on the Comp. Bk. Mary Moore Master Jas. Raven
 5-17 TONNAGE:— Built at Glasgow By whom A. Stephens & Co When 1888-2-23
 NET 565 Owners Ritson & Co Port belonging to Maryport
 GROSS 581 Owner's Address
 UNDER DEK. 557 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Name of Dock M^r Millan & Co Destined Voyage Valparaiso
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck 29 ft.: Moulded Depth 20 ft. 2 1/2 ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 2955 Port Liverpool H.T. 276 S.S. 81 6.84
 (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.
 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 ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Special Survey

This vessel has been placed in dry dock, three sheets of yellow metal taken off each side, and the caulking of the bottom tested and found in good condition, the three sheets of metal renewed on felt each side and the yellow metal sheathing repaired at the false keel for 10 ft aft where req^d.
 All the sparring removed ^{from} between decks and below hold beams, and the timber boards lifted and close ceiling removed, at least equal to four strakes portions of the cement cut out, as req^d by the Rules, and the condition of the frames, floors, reverse frames, keel plate, and the yellow metal bolts therein examined and found in good condition. One keel bolt of yellow metal added where found wanting.

Six yellow metal bolts renewed through planking, the

PRESENT CONDITION OF THE		Boats	
Decks <u>good</u>	Plank (Bottom) & Counter <u>good</u>	Ceiling <u>good</u>	Boats <u>good</u>
Waterways <u>so</u>	Yellow metal bolts <u>so</u>	Rudder <u>so</u>	Masts, Yards, &c. <u>good</u>
Comings <u>so</u>	Treenails or Rivets <u>so</u>	Windlass & Capstan <u>so</u>	Condition, how ascertained <u>exam^d</u>
Up'r Dk. Beams & Fastenings <u>so</u>	Breasthooks and Stems <u>so</u>	Pumps <u>so</u>	Sails <u>good</u>
Low'r Dk. Beams & Fastenings <u>so</u>	Transoms, Pointers, & Crutches <u>so</u>	Cement (if on Ship) <u>so</u>	Anchors No. of <u>313, 11, 12, 14</u>
Planksheers <u>so</u>	Timbers of Frame at the openings <u>so</u>	part renewed <u>so</u>	Cables <u>renewed 240</u> <u>good</u>
Sheerstrakes <u>so</u>	Ditto ditto at other places <u>so</u>	Caulking of Bot'm, D'k, & Watrways <u>so</u>	Hawsers & Warps <u>suff^r & so</u>
Topsides <u>so</u>	Keelsons <u>so</u>	Copper, or Y.M. <u>6.84</u>	Standing & Running Rigging <u>so</u>
Wales <u>so</u>	Fastenings <u>so</u>	(State if on Felt. When put on) <u>good</u>	Hatches <u>so</u>
Engine Room Skylights <input checked="" type="checkbox"/>	Clamps & Sheets <u>so</u>	Scuppers <u>good</u>	Cargo & Main Hatchways <u>good</u>
Coal Bunker, Openings, Lids, &c. <input checked="" type="checkbox"/>			

General Observations, Opinion as to Class, &c. :
 This vessel is now in a good and efficient condition and eligible, in my opinion, to remain as classed, and the notation S. S. Glas. 86 to be inserted in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 24)	£	4	4
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)	£	:	:
		5	3
		10	6

received by me, 25/9/1886

Committee's Minute TUESDAY 28 SEPT 1886
 Character assigned 19 A.S. 86
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation

nuts of the original bolts being broken off.

The floors, Reverse, ^{frames} middle line keelson, bilge stringers, frames up side, diagonal plates, lower deck stringers, sheerstrake plate &c chipped and cleaned all fore & aft, except in wake of Cabins aft, where it was exam^d & found good, and recoated with paint. Cement in bottom badly scored, renewed where necessary, - the cement mostly gone between side keelsons and lower bilge keelsons, now renewed. The peaks cleared right out of close ceiling, and chipped & cleaned and then repainted.

The windlass stripped & runhung, and the Chain Cables ranged, 240 fms. Mizzen Mast condemned, it being found to be rotten under trestle trees, now renewed in pitch pine. The lower rigging to fore & main masts lifted, new bolsters fitted, and rigging refitted with partial new lanyards. Cathead renewed in greenheart on port side on account of damage.

New main stays, new outer jib, flying jib and royal stays and new mizen topmast stays fitted in wire.

New shifting beam to main hatch at lower deck fitted.

J. J. Dodd.



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Lloyd's Register

Foundation (212)