

# REPORT of SURVEY for REPAIRS, &c.

No. *4634* Port of *Glasgow*  
 No. in Survey held at *Dumbarton & Glas.* Date, First Survey *23<sup>rd</sup> Aug 1886* Last Survey *18<sup>th</sup> Sep 1886*  
 eg. Book. on the *Comp. Bk. Mary Moore* Master *Jas. Raven*  
 TONNAGE:— Built at *Glasgow* By whom *A. Stephens & Sons* When *1888*  
 NET *565* Owners *Ritson & Co* Port belonging to *Marineport*  
 GROSS *585* Owner's Address  
 UNDER DECK *555* (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat ☒ in Dry Dock Name of Dock *M<sup>r</sup> Millan & Co* Destined Voyage *Valparaiso*  
 Length of Poop *29* ft.: of Forecastle *29* ft.: of Raised Or. Deck *29* ft.: Moulded Depth *20* ft. *22* ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 Last Survey, No. *29554* Port *Liverpool* Classed *19 A.1.*  
 (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 *6.84* ft. *6.84* 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 *6.84* ft. *6.84* 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 4 ft where req<sup>d</sup>. All the sparring removed 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<sup>d</sup> 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							
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>so</i>	<i>Yellow metal bolts</i>	<i>so</i>	Rudder	<i>so</i>	Masts, Yards, &c.	<i>good</i>
Comings	<i>so</i>	<i>Iron nails or rivets</i>	<i>so</i>	<i>unburnt</i>	<i>so</i>	Condition, how ascertained	<i>exam<sup>d</sup></i>
Up'r Dk. Beams & Fastenings	<i>so</i>	Breasthooks and Stemson	<i>so</i>	Windlass & Capstan	<i>so</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>so</i>	Transoms, Pointers, & Crutches	<i>so</i>	Pumps	<i>so</i>	Anchors No. of	<i>313, 1172</i>
Planksheers	<i>so</i>	Timbers of Frame at the openings	<i>so</i>	Cement (if on Ship)	<i>so</i>	Cables	<i>exam<sup>d</sup> 240</i>
Sheerstrakes	<i>so</i>	Ditto ditto at other places	<i>so</i>	<i>part renewed</i>	<i>so</i>	Hawsers & Warps	<i>exam<sup>d</sup> 50</i>
Topsides	<i>so</i>	Keelsons	<i>so</i>	Caulking of Bot'm, D'k, & Watrways	<i>so</i>	Standing & Running Rigging	<i>so</i>
Wales	<i>so</i>	<i>fastenings</i>	<i>so</i>	Copper, or Y.M.	<i>6.84</i>	Hatches	<i>so</i>
Engine Room Skylights	<i>so</i>	Clamps & Sheets	<i>so</i>	(State if on Felt.)	<i>so</i>		
Coal Bunker, Openings, Lids, &c.	<i>so</i>			When put on	<i>good</i>		
Scuppers	<i>good</i>						
Cargo & Main Hatchways	<i>good</i>						

## 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 28)	£	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)	£	:	:

received by me, *25/9/1886*

*J. B. D. D.*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *TUESDAY 28 SEPT 1886*

Character assigned *19 A.1. S. S. 86*



nuts of the original bolts being broken off.

The floors, Reverse, <sup>frames</sup> 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<sup>d</sup> & 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.

Mizen 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.

Cathhead 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.

C. J. Dodd.



© 2019

Lloyd's Register

Foundation (212)