

# REPORT of SURVEY for REPAIRS, &c.

No. *1442* Port of *Glasgow*  
 No. in Reg. Book *1442* Survey held at *Glasgow* Date, First Survey *11<sup>th</sup> Nov<sup>r</sup>* Last Survey *9<sup>th</sup> Dec<sup>r</sup>* 1886  
 on the *Steam S.S. "Gleniffer"* Master *Bolton 1886-1886*

TONNAGE:—  
 NET *1412* Built at *Sunderland* By whom *Murray & Frost* When *1877-11*  
 GROSS *2185* Owners  
 UNDER DEK. *194* Owners' Address  
 If Surveyed Afloat *on Dry Dock* Name of Dock  
 Destined Voyage

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.)

Last Survey, No. *31443* Port *Liv* Classed *S 100 A 1*  
*S.S. Lon. No 1-81* 9.86

(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.)

REPAIRS, OR EXAMINATION AS PER RULE *Part Special Survey No. 2.*

The inside of double bottom in after hold examined and the following repairs done — the plate stays (2 on each side) from floor to tank top in way of hatch stanchions, found broken, have now been renewed; the rivets connecting outer tank girder on each side to reverse frames, found loose, all renewed, and extra attachment made to the floors by fitting short by pieces on alternate floors riveted to the girder and the reverse frames; a small doubting plate fitted on tank top on starboard side where plating was pierced; drain pipe from tunnel to engine room through tank, found leaking, has been taken out and repaired. All loose ceiling lifted from tank, the top plating cleaned and cement washed, the cement covering tank in tunnel repaired. The double bottom tested as required & found good, the ceiling relaid and part renewed.

The double bottom in fore hold and cross bunker examined inside, the floors, girders &c., all cleaned, the riveting of girders to reverse

PRESENT CONDITION OF THE	Plating	Deck (Bottom) & Counter	Ceiling	Boats
Decks	<i>good</i>	<i>See Report</i>	<i>good</i>	<i>good</i>
Waterways	<i>"</i>	<i>Transverse Rivets</i>	<i>not seen</i>	<i>Masts, Yards, &amp;c.</i>
Comings	<i>"</i>	<i>Breasthooks &amp; Stanchions</i>	<i>good</i>	<i>Condition, how ascertained</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	<i>Transoms, Painters, &amp; Crutches</i>	<i>"</i>	<i>Sails</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	<i>Timbers of Frame at the openings</i>	<i>"</i>	<i>Anchors No. of</i>
Sheerstrakes	<i>"</i>	<i>ditto ditto at other places</i>	<i>"</i>	<i>Cables</i>
Topsides	<i>"</i>	<i>Keelsons</i>	<i>"</i>	<i>Hawsers &amp; Warps</i>
Engine Room Skylights	<i>good</i>	<i>Clamps &amp; Shields</i>	<i>"</i>	<i>Standing &amp; Running Rigging</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>		<i>"</i>	<i>Hatches</i>
Scuppers	<i>good</i>		<i>"</i>	
Cargo & Main Hatchways	<i>good</i>		<i>"</i>	

General Observations, Opinion as to Class, &c.:  
 With the exception of the scoring referred to above, the vessel is now in good & efficient condition, and eligible in my opinion to remain as classed, and when the repairs are completed to be marked S.S. No. 2 — 1886.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
 Survey Fee (per Section 28) £ 6 : 6 : 0  
 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, *7/11/1886*

Committee's Minute *FRIDAY 24 3 1886*  
 Character assigned *100 A 1*



Frames renewed in several places, and extra lug pieces fitted to the outer girder on each side, as in after tank; the plate stays under keels of hatch stanchions re-riveted; the caulking of tank top found started in a few places now repaired. All loose ceiling<sup>lifter</sup>, the tank top cleaned and cement washed, the tank tested as required and found good, ceiling relaid and part renewed. In the after frame space in this tank, below the pump suction, the cement was found to be worn through, and the shell plating scored in about  $\frac{1}{4}$  inch in places on port side, while on starboard side there was slight scoring, and two rivet heads were badly worn.

The cross and wing bunkers have been sealed and repainted, & the holds examined and found in good condition. Chain cables ranged.

To complete the S. S. No. 2, the three inner strakes of plating on port side found scored in after frame space of forward double bottom, require small inside doubling plates fitted to prevent further scoring, and the two worn rivets in same space on starboard side require to be renewed. I would respectfully submit that the owners be requested to have this done when the vessel is next placed in dry dock, which they state will be in about six months time (see their letter attached hereto) further scoring being now temporarily stopped by the frame space being filled to the height of the lumber holes with cement.

Chas. L. Luning.

For parts of this Survey (S. S. No. 2) previously done, see Liverpool Report No. 31443, and Barrow Report No. 93.

This vessel is in the hands of the Mortgagees — Messrs W. Stewart & Co. 38 South John Street, Liverpool. The owners having become bankrupt.

C. F.  
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