

REPORT of SURVEY for REPAIRS, &c.

8394

FRIDAY 9 MARCH 1888

No. 8394

Port of Glasgow

Received in London Office,

No. in Reg. Book. 956 Survey held at Glasgow Date, First Survey 6 Feb 87 Last Survey 27 Feb 1888 (No. of Visits Twelve) Master Peter Fraser

TONNAGE: NET 608 GROSS 942 UNDER DK. 738 Built at Port Glasgow By whom Blackwood & Gordon Whelp 1881 - 10 Owners Robert Mackill & Co. Port belonging to Glasgow

Owner's Address (if not already recorded in Appendix to Register Book.) Ship Yelvinhaugh Name of Dock Both Destined Voyage St. Nazaire Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Years assigned, if a Wood Ship. Character in Register Book. Classed 100 A 1

Last Survey, No. 8243. Port Glasgow. S.S. No. 1-86. 7.87. (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard 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.) in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, and s.s. No 3. The Vessel having sustained damage and having been temporarily repaired as per Report No. 8243 from this Port, has now been placed upon the Slip and satisfactorily repaired in accordance with the recommendations contained in the Report appended hereto.

For the carrying out of s.s. No 3. all the close ceiling and the sparring was removed and peaks and bunkers cleared, double bottom throughout opened up and all ceiling removed from the top of same. Rivets plates of keel and flat of bottom and the whole of the frames, stringers, hooks, floor plates, keelsons, engine and boiler bearers, ends of beams, bulk heads and inner surface of the plating exposed and examined. All oxidation removed inside and out. Double bottom and peaks cleaned out and chisel scraped and completely sealed under boiler, the whole cement washed inside and coated with black varnish on top and tested in accordance with the Rules. Bunkers coated with black varnish. The side stringer in after hold fitted with 6x3x8/16 face angle on each side of vessel. Several

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Waterways	do.	Freeboards or Rivets	do.	Rudder	do.	Masts, Yards, &c.	do.
Comings	do.	Breasthooks and Stemson	do.	Windlass & Capstan	do.	Condition, how ascertained	From Sh
Up'r Dk. Beams & Fastenings	do.	Transoms, Pointers, & Crutches	do.	Pumps	do.	Sails	Good
Low'r Dk. Beams & Fastenings	do.	Timbers of Frame at the openings	do.	Cement (if Iron Ship)	do.	Anchors No. of	
Plank sheers	do.	Bitto ditto at other places	do.	Caulking of Bot'm, D'k, & Watrways	do.	Cables (Ranged)	240 fms 17/16
Sheerstrakes	Good	Keelsons	do.	Copper, or Y.M. (State if on Felt.)	do.	Hawsers & Warps	Good
Topsides	do.	Clamps & Shelves	do.	When put on	do.	Standing & Running Rigging	Good & Sufficient
Wales	do.					Hatches	Good
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is now in good and efficient condition, and eligible in my opinion to remain as classed with the notation s.s. G/S. No 3-88, the requirements for this survey having been complied with. Expunge "F.P.T. 22 Tons"

Item	Amount	Fees received by me
Entry Fee (if chargeable) per Scale I, Sec. 27...	£ 3 : 0 : 0	8/3/88
Office Fee (if chargeable) per Scale II, Sec. 27...	£ :	
Survey Fee (per Section 28)	£ 4 : 4 : 0	
Special on Damage, Fee (if any) (per Sec. 28)	£ 8 : 8 : 0	
*Certificate (if required) to be sent as per margin	£ :	
Traveling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute FRIDAY 9 MARCH 1888 Character assigned 100A 1 SS No 3-88 Surveyor to Lloyd's Register of British & Foreign Shipping. 8/3/88. Lloyd's Register Foundation

Stays in Bunkers renewed and a few hold pillars straightened
Vessel repainted inside and coated outside - Rudder boxes retouched
The Fore Peak is to be no longer used as a Ballast Tank and it was
therefore not tested. - Anchors and cables remainder of outfit
examined and found in order. -

W. J. Combes Dutton
8/3/88.

