

REPORT of SURVEY for REPAIRS, &c.

8416 Date of Writing Report 11th August 1888 Port of Glasgow Received in London Office, WEDNES. 15 AUGUST 1888
 in Survey held at Androssan Date, First Survey 7th August Last Survey 15th August 1888
 on the S.S. "River Garry" Master Settle

TONNAGE:— NET 860 Built at Belfast By whom Workman Clark & Co When 1883 - 17
 GROSS 1339 Owners S.S. River Garry Co (Ltd.) (J. Little & Co) Port belonging to Glasgow
 UNDER DK. 1146 Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Name of Dock Androssan Destined Voyage Baltic
 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.)

Last Survey, No. 1474 Port OJF
 (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.)
 Society's Freeboard (if assigned) as painted on Ship in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 1. part done

Vessel placed in dry dock. Her bottom cleaned and painted. Hold cleaned. A portion of loose ceiling lifted over water ballast tanks. Timbers lifted in all the holds, together with loose ceiling equal to requirements of S.S. No 1. All foot plates lifted in engine room and stokehole. Manhole covers to tanks removed, tanks cleaned out and examined internally. Cement found to be everywhere in good condition and closely adhering to the iron. Both double bottom water ballast tanks tested with water pressure and found satisfactory. Fore peak examined.

The back of rudder frame being cracked, has now been effectually repaired by riveting a stout iron strap on each side. Also about two dozen rivets in rudder renewed and the rudder pintles pushed.

About twenty feet in length of the side bunkers ^{at fore end} have now been cleared. examined and painted. A 6 1/2 warp now supplied.

To complete S.S. No 1. All the side bunkers except 20 ft in length at fore end are to be cleared and examined and the after peak tank is to be tested with water pressure.

PRESENT CONDITION OF THE		Plating		Boats	
Decks	Good	Plank (Bottom) & Counter	Good	Masts, Yards, &c.	Good
Waterways	"	Transoms or Rivets	"	Condition, how ascertained	From deck
Comings	"	Breasthooks and Stemson	"	Sails	Good
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Anchors	No. of 30 15. 212
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cables	part seen - Good
Plank sheers	"	Ditto ditto at other places	"	Hawsers & Warps	Good
Sheerstrakes	"	Keelsons	"	Standing & Running Rigging	"
Topsides	"	Clamps & Shelves	"		
Wales	"				
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good
				Cargo & Main Hatchways	Hatches

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

She is now in a good and efficient condition and the Rules for S.S. No 1 have been partially complied with as recorded above. She is eligible to remain as classed and for S.S. No 1 to be recorded upon the completion of the survey which it is understood is deferred for only a few weeks.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ 3 3
 Special on Damage, Fee (if any) (per Sec. 28)... £ : :
 *Certificate (if required) to be sent as per margin £ : :
 Travelling Expenses (if chargeable) £ : 18 :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute 17 AUGUST 1888
 Character assigned Deferred-
 Fees applied for, 13/8 1888
 Received by me, 14/8 1888
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRIDAY 21 SEPT 1888