

REPORT of SURVEY for REPAIRS, &c.

No. *9418* Date of Writing Report *18* Port of *Glasgow* Received in London Office. *VED 26 MARCH 1890*

No. in Survey held at *Glasgow* Date, First Survey *and* Last Survey *24th March 1890*

Reg. Book. *190* on the *Steel S.S. "Regu"* Master *Jaylor*

TONNAGE: - NET *2391* GROSS *3661* UNDER DK. *3317*

Built at *Pumbarton* by whom *W. Pennist Bros* When *1889. 4*

Owners *Brit & Bunnese P. McC...* Port belonging to *Glasgow*

Owners' Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Afloat* Name of Dock *Greens* Destined Voyage *Rangoon*

Length of Poop *95.49* ft.: of Forecastle *36.5* ft.: of Raised Or. Deck *36.5* ft.: Moulded Depth *4.89* ft. ins.

Last Survey, No. *35078* Port *Liverpool* Classed *100A1*

(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 cause. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *of the damages referred to in the Liverpool Report No 35078*

The indentations in the five plates affected vary in depth from 1/4 to 1 in the frame space but is wholly free from fracture & the riveting at these parts is perfectly sound

The owners propose deferring the repairs of these plates, i.e. taking them off for fairing - until her return from next voyage, in about 3 months time, when she will be placed in dry dock

GENERAL CONDITION OF THE	<i>Good</i>	<i>Plating</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Decks	<i>?</i>	Transoms & Poles	<i>?</i>	Ceiling	<i>?</i>	Boats
Beams	<i>?</i>	Breasthooks & Girders	<i>?</i>	Rudder	<i>?</i>	Masts, Yards, &c.
Stems	<i>?</i>	Transoms, Poles, & Crutches	<i>?</i>	Windlass & Capstan	<i>?</i>	Condition, how ascertained <i>From Deck</i>
Decks Beams & Fastenings	<i>?</i>	Timber Free at the openings	<i>?</i>	Pumps	<i>?</i>	Sails <i>Good</i>
Stems Beams & Fastenings	<i>?</i>	Ditto ditto at other places	<i>?</i>	Cement (if Iron Ship)	<i>?</i>	Anchors No. of <i>3 B.S. 2 1/2</i>
Decks	<i>?</i>	Keelsons	<i>?</i>	Caulking of Bot'm, D'k, & Watrways	<i>?</i>	Cables <i>Part seen</i>
Decks	<i>See above</i>	Clamps & She	<i>?</i>	Copper, or Y.M. (State if on Felt.) When put on	<i>?</i>	Hawsers & Warps
Decks	<i>?</i>	Coal Bunker, Opening Lids, &c	<i>Good</i>	Scuppers	<i>Good</i>	Standing & Running Rigging
Decks	<i>?</i>	Coal Bunker, Opening Lids, &c	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches

General Observations, Opinion also *Class, Recommendation, &c.:*

I respectfully submit that the owners proposals shall be acced to and that the vessel is eligible to retain her character without fresh records of survey

Entry Fee (if chargeable) per Scale I., Sec. 27... £

Office Fee (if chargeable) per Scale II., Sec. 27... £

Survey Fee (per Section 28)..... £

Special on 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) £

Fees applied for, 18

Received by me, 18

Hawkins
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *FRIDAY 28 MARCH 1890*

Character assigned *Deferred for repairs.*

FRIDAY 18 AUGUST 1890

ROBERT MUNDY TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

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