

REPORT of SURVEY for REPAIRS, &c.

No. 11489

Date of writing Report 30 April 1892 When handed in at Local Office Glasgow 6 MAY 92

No. in Reg. Book 44 Survey held at Arrossan Date, First Survey 18th April Last Survey 28th April 1892
 on the Iron Screw Steamer "Nari" (No. of Visits) Master A. R. Hudson

TONNAGE: Built at Bowling By whom Scott & Co When 1884 3
 GROSS 289 Owners Nari. S.S. Co Ltd Port belonging to Lynn
 UNDER DK. 246 Owners' Address

NET 137 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Slip Name of Dock Arrossan Slip Destined Voyage Dublin

WB=DBa 1 tons; f 1 tons; uE&B 1 tons; CellDB 1 tons;
 FPT 50 tons; APT 1 tons; MT 1 tons.

Last Survey, No. 11047 Port GLS

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs now done on account of damage caused by shipping Cargo (pig iron), deterioration, and by foundering also examination for S.S. No. 2.

Vessel placed on slipway, one butt in starboard strike on Starboard side. Second butt from stem fitted, now fitted with double strap, twenty seven wasted rivets on port side renewed, eight rivets in stem cut out renewed and scaph system recaulked, on Starboard side at after end of hold one plate second below sheerstrake butt wasted, same cut and a new plate six feet seven inches (6.7) long fitted having tuble riveted butt straps. Ceiling in flat of hold removed, cement and floors examined, rider plate in way of the after hatchway renewed for a length of twelve feet, and two lengths of centre line Keelson angles for a

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

| PRESENT CONDITION OF THE | | Transoms, Pointers, & Crutches. | | Coppen, or Yarn | | Hatches | | | |
|------------------------------|-------------|--------------------------------------|-------------|---------------------------------|--------------|----------------------------|------------------|----------------------------|---------------------------------|
| Decks | <u>Good</u> | Timbers of Frame at the openings | <u>Good</u> | (State if on Felt.) | <u>Paint</u> | When put on, Month | <u>Year 1892</u> | Boats | <u>Good</u> |
| Waterways | " | Ditto ditto at other places | " | Rudder | <u>Good</u> | Windlass & Capstan | " | Masts, Yards, &c. | " |
| Coamings | " | Keelsons | " | Pumps | " | Engine Room Skylights | " | Condition, how ascertained | <u>By examination</u> |
| Up'r Dk. Beams & Fastenings | " | Clamps, Shelves & Stringers | " | Coal Bunker, Open'gs, Lids, &c. | " | Scuppers | " | Sails | <u>Good</u> |
| Low'r Dk. Beams & Fastenings | " | Salting | " | Cargo & Main H'tch'wys. | " | Standing & Running Rigging | " | Anchors No. of | <u>2A, 1S, 1K fine</u> |
| Plating | " | Ceiling | " | | | | | Cables, length | <u>135 size 1 1/2 to 30 1/2</u> |
| Planking | " | Cement on-deck | " | | | | | (State if now ranged) | <u>ranged new</u> |
| Timbers or Rivets | " | Tanks (State which) | " | | | | | Hawsers & Warps | <u>Good</u> |
| Breasthooks & Stemson | " | Caulking of Bot'm, D'k, & Wat'rw'ys. | " | | | | | | |

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed and to have record of survey 4.92 and the notation of S.S. No. 2. 92 Arrossan

| Office Fee (if chargeable) per Scale II, Sec. 27 | £ | Fees applied for, |
|--|------|-------------------|
| Survey Fee (per Section 28) | 3 10 | 3/5/ 18.92 |
| Special Damage or Repair Fee (if any) (per Sec. 28.) | £ | Received by me, |
| Travelling Expenses (if chargeable) | 14 | 5/5/ 18.92 |
| Second Surveyor's Fee (if any) | £ | |

Chas Edwards,
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 10 MAY 1892
 Character assigned 100A1
down + No. 2 + LMC 4.92
es. No 2-92
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 GLS265-0067 (1/2)

N.B.—All alterations in the existing records should be underlined.

S. S. Nar

a length of twenty seven feet and twenty one feet respectively. The broken reverse bar cut and new length fitted. Four main deck angle beams in way of bridge broken (two on either side) efficiently strapped, fore and aft double angle stringer below beams broken and now renewed between the main and after hatchways, ten hold stanchions straightened and refitted, Fore peak compartment, cleared, cleaned, examined and tested by water pressure, stoke hold, bunkers, space below Cabin flat together with the after peak compartment cleared, cleaned and iron work and cement examined. Masts and spars examined, Coaming plate to hatchway fitted with doubling plate 3' 3" long over broken part, the mountings to web plates in hatchways made good and four wood hatches renewed. Two plates and two angle stiffeners in Starboard bunker renewed, Cement where disturbed and worn thin below boiler repaired. The Starboard passage way in the Bridge now closed with plating at fore and after ends and this space made into Cabin accommodation and a number of fastenings to bridge flat renewed. Chain cables ranged and two lengths of cable together with one Bower anchor recently lost now replaced with two lengths of cable and one bower anchor as per certificates: Equipment letter "e"

| Cer. no. | weight ex. stock | weight of stock | Test | Description | maker | when when tested & Sup ^d |
|------------|---------------------|--------------------|----------|-------------|----------------|---|
| 31889 | 7.3.22 | 2.0.12 | 10.2.2.0 | Trotmans | J.P. Jones | Reherton 25/3/92 D.G. Lewis |
| Rule 6.2.0 | | | | | | |
| 22219 | 20 1/2 fms | 1" stud link | 7.0 | 18.0.0.0 | 11.0.11 weight | J.P. Jones, Reherton 26/3/92 D.G. Lewis |
| 22225 | 10 fms | 1" | " | 8.0 | 27.0.0.0 | " " 29/3/92 D.G. Lewis |
| Rule 15/16 | | | | | | |

Bottom of vessel recoated.

Chas Edwards.

