

REPORT of SURVEY for REPAIRS, &c.

No. 11964

Date of writing Report 20th Dec 1892 When handed in at Local Office 18

Port of Glasgow

DEC 1892

No. in
Reg. Book.

Survey held at Ardrossan

Date, First Survey 11th Nov 1892Last Survey 23rd Dec 1892

No. of Visits 15

Master R. Smith

YEAR

MONTH

TONNAGE:-

GROSS 1132

UNDER DK. 923

NET 718

Built at Port Glasgow

By whom H. Murray & Co

When 1880

Owners Ardan S.S. Co

Claver & Service, Mgrs

Port belonging to Glasgow

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock

Name of Dock

Eglington wet dock

Destined Voyage

Guadaloupe

WB=DBa

tons; f 234 tons; u E&B

tons; Cell DB

tons; }

FPT 28 tons; APT 30 tons; MT

tons. }

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A.1	11.91	B.S. 11.91 L.M.C. 8.88
S.S. Gls 11.91.88		

Last Survey, No. 5382

Port SW

(Periodical Surveys, when held, must be reported in detail and serially 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

1 ft 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part Special Survey No. 3.

Vessel placed in dry dock, bottom sighted, cleaned, topsides sealed to light line and recoated. Rudder lifted and pintles rebushed; all close ceiling from top of tanks and in holds lifted. Sparring in holds and between decks removed; Iron work in holds sealed and repainted; lining in way of sidelights in after cabins taken down and plating sealed and painted; twenty-five frames and reverse frames unriveted, rust cleaned and re-riveted, one washed frame fitted with reverse frame angle, three broken frame angles fitted with doubling straps and two angle lug pieces renewed; six broken reverse frames cut and new pieces fitted, five lug pieces fitted to ends of half beams in way of main hatchway; rider plates fitted on lower deck beams 22' x 9" x 1/2" and 9' x 11" x 1/2" respectively; four hold stanchions straightened and riveted and

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

PRESENT CONDITION OF THE

Decks	Good	Transoms, Pointers, & Crutches	Good	Copper, or Y.M.	Composition & paint	Hatches	Good
Waterways	"	Timber of Frame at the openings	"	(State if on Felt.)	Year	Boats	"
Coamings	"	Ditto ditto at other places	"	When put on, Month		Masts, Yards, &c.	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"	Rudder	Good	Condition, how ascertained	By exam?
Low'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	"	Windlass & Capstan	"	Sails	Good
Plating	"	Solings	"	Pumps	"	Anchors No. of	35, 15, 25
Planking	"	Ceiling	"	Engine Room Skylights	"	Cables, length	240 size 1 5/16
Timber or Rivets	"	Cement or asphalt	"	Coal Bunker, Open'gs, Lids, &c.	"	(State if now ranged)	Ranged
Breasthooks & Stems	"	Tanks	now tested	Scuppers	"	Hawsers & Warps	Good
		Caulking of Bot'm, D'k, & Wat'rw'ys	"	Cargo & Main H'tchw'ys	"	Standing & Running Rigging	"

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 our opinion to remain as classed, and on the completion of the S. Survey to be noted in the Register Book S.S. No. 3.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	10	26/12/1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	3	13	28/12/1892
Second Surveyor's Fee (if any)	£	"	10	

*Is Certificate now required?

Committee's Minute

Character assigned

Deferred for
enquire + LMC 12, 92
Ratbel 14/8/93
recom APT 30k.
Comper. of No. 3
Rpt. 10/1/1893
Deferred
2. 37.93

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

TUES. 7 FEB 1893

TUES. 24 OCT 1892

FRI 30 NOV 1892

GLS 166-0335 (112)

S. S. "Ordanthan"

and tween deck ladder repaired; wood lining on top of tunnel removed in way of the hatchways & plating scaled, two patch plates fitted over fractures in tunnel plating. Fore peak tank cleaned out, iron work scaled and cement washed; Ballast tanks cleaned, cement where found defective now repaired. After peak tank cleaned out deck planks removed from top, additional strengthening now fitted in this Compartment by fore and aft double angle stringer $3 \times 3 \times \frac{7}{16}$ below beams, four angle stays of $5 \times 3 \frac{1}{2} \times \frac{7}{16}$ and four $9 \times \frac{3}{8}$ bulk stiffeners fitted to bulkhead in order to make this Compartment efficient to be noted as a tank in the Register Book. Capacity 30 tons. Each of the ballast tank compartments tested by water pressure and found satisfactory. Chain lockers cleared, cables ranged (240 fms $1 \frac{1}{8}$ in) a number of links restraded; main deck plating scaled and two strakes in way of the main hatchway on each side fitted with doubling plates $\frac{3}{8}$ in thickness for a length of 38 feet, iron fore and afters in each hatch repaired; about 3000 feet of 6×2 white pine sparring now renewed, masts and spars examined, ^{wedges lifted} fore-castle deck re-caulked, Raised quarter deck bored for thickness and found satisfactory, caulking tested and found good. The following spare sails and ropes now supplied:— upper topsail, fore trysail and staysail. Two coils of 90 fms each 5" manila and one of 120 fms $3 \frac{1}{2}$ manila rope.

To complete the requirements of S. S. No 3 the following remains to be done. Engine and Boiler spaces with bunkers and cabins amidsips to be examined. This will be done before the end of June next as sanctioned by the Secretary's letter to Owners dated 28th Oct. 1892

C. J. H.