

REPORT of SURVEY for REPAIRS, &C.

No. 12374

Date of writing Report 8 August 1893 When landed in at Local Office 1893 Port of Glasgow SAT 12 AUG 1893
 No. in Reg. Book 108 Survey held at Androssan Date, First Survey 25th July Last Survey 31st July 1893
 on the Steel screw Steamer Baron Elbank (No. of Visits) Master H. R. Smith

Tonnage: GROSS 1772 Built at Port Glasgow By whom Inverdoch & Murray When 1889 MONTH 6
 UNDER BK 1739 Owners H. Hogarth Port belonging to Androssan
 NET 1335 Owners' Address _____
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Androssan & Co. Destined Voyage Return via Suez

WB=DBA _____ tons; f _____ tons; uE&B _____ tons; CellDB 357 tons;
 FPT _____ tons; APT 31 tons; MT _____ tons.

Last Survey, No. 12374 Port GB
 (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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs now done on account of grounding in Suez Canal also when entering the Harbour at Jeddah; 8 to 10 ropes caused by tidal bore whilst vessel was lying at Calcutta. See damage report attached herewith. Also examination for S.S. R:1.
For damage:- Vessel placed in dry dock; bottom examined; fore peak cleared; after ballast tank and compartments of cellular double bottom cleaned for examination of the cement floors &c. Ceiling and Sparring lifted in way of the damaged plates; first plates in A.B.C.D.E strakes indented and dinged, faired in place; indented plates C.4 and D.4 cut out and renewed; plates 73 and 74 indented on landing partly unriveted, faired in place, all on port side. On starboard side plate D.1 faired in place, and indented plate D.9 taken off faired and refitted. After bulk of starboard plate on each side, stowed, fitted with double straps; cement where

SUMMARY OF DAMAGE REPAIRS: — 10 Plates, Faired or Repaired; _____ Frames, ditto. 2 Plates, Renewed; _____ Frames, ditto. Other Repairs: two outside buttstraps fitted on starboard plates aft.

PRESENT CONDITION OF THE		Transoms, Pointers, & Crutches		Copper, or Y.M. (State if on Felt.)		Hatches	
Decks	<u>Good</u>		<u>Good</u>		<u>Re coated</u>		<u>Good</u>
Waterways	"	Frame at the openings	"	When put on, Month	Year	Boats	"
Coamings	"	Ditto ditto at other places	"	Rudder	<u>pinches broken, Good</u>	Masts, Yards, &c.	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"	Windlass & Capstan	"	Condition, how ascertained	<u>By Examination</u>
Low'r Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Pumps	"	Sails	<u>Good</u>
Plating	"	Salting	"	Engine Room Skylights	"	Anchors No. of	<u>3 No. 15. 2K</u>
Planking	"	Ceiling	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables, length	<u>270 size 1 3/4</u>
Timber on Rivets	"	Cement or Asphalt (State which)	<u>Cement</u>	Scuppers	"	(State if now ranged)	<u>ranged</u>
Breasthooks & Stems	"	Tanks (State if now tested)	<u>now tested</u>	Cargo & Main H'tehw'ys	"	Hawsers & Warps	<u>Good</u>
		Caulking of Bot'm, D'k, & Wat'r'w'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 my opinion to remain as classed and to have record of Survey 7,93 and the notation of S.S. R:1. 93 Androssan.

Office Fee (if chargeable) per Scale of Sec. 27 £ _____
 Survey Fee (per Section 28) £ 4 5
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ 3 3
 Travelling Expenses (if chargeable) £ 1 7
 Second Surveyor's Fee (if any) £ _____
 Fees applied for, 9/8/1893
 Received by me, Chas. Edwards
 Surveyor to Lloyd's Register of British & Foreign Shipping.

*Is Certificate now required? No.
 Committee's Minute _____
 Character assigned 100A1 Sparck. + 2 M.C. 8, 93
 No. 108
 TUES 15 AUG 1893
 Lloyd's Register Foundation
 GLS1678-0225 (1/2)

Form No. 2 for Repairs, 205—L.R.P.H.—20,000.—24/0/01.—(Transfer Ink.)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 * Certificate to be sent to _____
 If a Report also sent now on the Machinery of the Ship? If not, state whether, and when, it will be sent?

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

12374 Gls

Port of

Glasgow

Continuation of Report No. 12374 dated 5th August 1893 on the

Steel Screw Steamer "Baron Edinburg"

where disturbed and broken renewed and coating of vessel redone. Two coils of 90 fms $5\frac{1}{2}$ " manila hawser, chafed & broken renewed; 90 fm length of 6" manila hawser, replaced by coil of 90 fms $2\frac{1}{4}$ " steel wire rope, test per certificate $9\frac{1}{2}$ tons. Chafed and strained coil of 90 fms $3\frac{1}{2}$ " steel wire rope replaced with new length of 90 fms $3\frac{1}{4}$ " steel wire, test as per certificate 22 tons.

Work done for S. S. No. 1. Chain lockers cleared and examined, chain cables ranged 270 fms $1\frac{3}{4}$ " stud link. Holds and tween decks cleared, all ceiling with limbers removed from top of double bottom in holds and lining taken up on after ballast tank, top plating cleaned and compartments tested by water pressure as required by the rules; Coal bunkers cleared, ceiling lifted floors, cement &c examined; Masts and spars with equipment overhauled; Rudder lifted and pintles bushed.

The pumps, W. T. door and sluice valves have been examined and found satisfactory.

C. E.
5/8/93