

No. 12519

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Oct 18th 1893 When handed in at Local Office

Port of Glasgow

MON. 23 OCT 1893

No. in
Reg. Book.

Survey held at

Glasgow

Date, First Survey

20th Sept 1893

Last Survey 14th Oct 1893

320 on the

Iron Twin S.S. "River Indus"

Master Scott

TONNAGE:-

Built at

Belfast

By whom

Workman, Clark & Co

When

YEAR.

MONTH.

1884 - 10

GROSS 3452

Owners

S.S. River Indus (Lim) (J Little & Co) Port belonging to Glasgow

UNDER DK. 3179

Owners' Address

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

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Govan

Destined Voyage Cape, S Africa.

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.I.</u> <u>5.92</u>	<input checked="" type="checkbox"/>	<u>B.S. 4.92</u> <u>LMC 10.89</u>
<u>55 No 1-89</u>	<input checked="" type="checkbox"/>	

Last Survey, No. 720

Port Cal

(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 ☒ ft. ☒ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part-S.S. No 2 - and Damage stated to

have been sustained thro collision with tug "Neptune" on Oct 1st 1893,
whilst lying in the River Clyde.

Vessel placed in Dry Dock, bottoms cleaned, examined & painted. The Holds, Peaks & Cross Bunker cleared; the timbers, & ceiling equal to three shakes each side fore & aft, in Nos 1 & 2 holds, lifted. Examination made of plating, frames, floors, cement etc, in holds, peaks, & Cross bunker; ceiling removed from top of tanks of D.B., the tops of tanks sealed & coated; the tanks of D.B. & F.P.T. cleaned & examined internally, afterwards tested under water pressure with the exception of tank under E & B. Chain Cables ranged. Mast (wedging removed) Spars & general equipment examined, the main & mizzen gaffs found in an unsatisfactory condition, these have now been disposed with. Pumps sluices etc, examined. The tank under E & B has now been

SUMMARY OF DAMAGE REPAIRS: - ☒ Plates, Faired or Repaired; 2 Frames, ditto. ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs new frame, 2 shell chocks and etc.

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Copper, or Y.M. <input checked="" type="checkbox"/>	Hatches <u>Good</u>
Waterways <u>"</u>	Timbers of Frame at the openings <u>"</u>	(State if on Felt.) <input checked="" type="checkbox"/>	Boats <u>"</u>
Coamings <u>"</u>	Ditto ditto at other places <u>"</u>	When put on, Month <input checked="" type="checkbox"/> Year <input checked="" type="checkbox"/>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Keelsons <u>"</u>	Rudder <u>Good</u>	Condition, how ascertained <u>By examination</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Clamps, Shelves & Stringers <u>"</u>	Windlass & Capstan <u>"</u>	Sails <u>Good</u>
Plating <u>"</u>	Selling <u>"</u>	Pumps <u>"</u>	Anchors No. of <u>3 B. 18. 2 K.</u>
Planking <u>"</u>	Ceiling <u>"</u>	Engine Room Skylights <u>"</u>	Cables, length <u>300 fms</u> size <u>2 1/4</u>
Recesses or Rivets <u>"</u>	Cement or Asphalt <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	(State if now ranged) <u>yes</u>
Breasthooks & Stemson <u>"</u>	Tanks <u>"</u>	Scuppers <u>"</u>	Hawser & Warps <u>Good</u>
	(State if now tested.) <u>yes</u>	Cargo & Main H'tch'ys <u>"</u>	Standing & Running Rigging <u>"</u>
	Caulking of Bot'm, D'k, & Wat'r'ys <u>Good</u>		

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 a good & efficient condition, and eligible, in my opinion, to remain as classed, with fresh record of survey. Gls 10.93 & on the completion of survey to notation S.S. No 2 -; and to have tank under E & B deleted. 58'

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	:	18/10 1893
Special Damage Fee (if any) (per Sec. 28.)	£	2	:	20/10 93
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	
*Is Certificate now required?	£	:	:	

Committee's Minute

Character assigned

TUES. 24 OCT 1893

Deferred for completion

FRI. 16 OCT 1896

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

J. Hunter

FRI. 15 FEB 1895

FRI. MAR 20 1896

FRI. 6 JUL 1894

TUES. 4 DEC 1894

FRI. 22 NOV 1895

3 JUL 1894

FRI. 30 AUG 1895

TUES. 21 DEC 1897

GLS 168-0177 (112)

- S.S. "River Indus" -

been cut off, by having the valve altered, in consequence of the tank top being holed in places; this deterioration however does not affect the strength of the vessel at this part. (it is the Owners intention to have the top of tank of E & B renewed when the boilers are taken out which will be in about ^{four years time}.)

Repairs due to wear & tear. - Rudder pintles rebushed. Ceiling renewed in holds where necessary. Plate on Star^d bow, in way of Fore, found indented, faired in place, two frames, in way of same, found fractured, now repaired with efficient doubling angles. The rivets in ends of three panting beams in F.P.T. found slack, now renewed, & to further prevent movement at this part, additional brackets have been fitted to top of panting beams; one panting beam, at bulkhead, in F.P.T. found broken at knee, now repaired with efficient bracket plate; five beam knees at Deck in F.P.T. with welds slightly started, now fitted with bracket plates.

Repairs due to damage. - 1 plate in K, 1 in L, 1 in M, & 1 in N chokes, on Star^d quarter, at fore end of bulkhead between No 4 & 5 holds, found holed & fractured, now renewed; 2 frames & 1 rev frame, in way of damaged plates, found broken & bent, now cut out & renewed (for lengths of 1 of 7'6" 1 of 11'6" & rev frame 9'3") efficient bosom pieces etc. fitted: two shell chocks, one bulkhead liner, sparring & cement found broken, now renewed.

To complete this survey - the side bunkers require to be cleared & examination made of same, this the owners propose to do on the vessels return to the U.K. (about 6 months time)

Feb.