

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15. When handed in at Local Office 15. Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 20th Oct Last Survey 1st Decem^r 1893
 Reg. Book. on the Wood, Iron or Steel Steamer 'Nari' Master Hudson
 (No. of Visits 21)

47 TONNAGE:— Built at Boulogne By whom Scott & Co. When 1884 MONTH 3
 GROSS 289 Owners Mr S.S. G. Lin (W. Farley) Port belonging to Lynn
 UNDER DK. 246 Quarters' Address
 NET 137 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? slip Name of Dock Helwinhaugh Destined Voyage Breasting
 WB=DBa tons; 7 tons; uE&B tons; CellDB tons; }
 FPT 50 tons; APT tons; MT tons. }
 N.B.—All alterations in the existing records should be underlined.

CHARACTER.	Year last Surveyed	Machinery and Boiler Surveys
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>100 A. 1.</u>		<u>L.M.C.H. 92</u>
<u>3.93</u>		<u>B.S. 3.93</u>
<u>S.S. Ord. N^o 2. 92</u>		

Last Survey, No. 12118 Port GB

(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 due to other causes; 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, Chains, or Hawsers 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 Damage caused by loading while aground at Millon on the 25th October 1893.

Sixty two feet of keel taken out fore and aft and replaced, twenty four floors renewed in main hold and seven others at the after end of main hold taken out and replaced, one garboard plate and two plates of B-plate on the port side renewed, one garboard plate on each side of vessel removed to effect repairs and replaced, twenty frame angles in main hold part renewed between bilge and keel and seven frame angles repaired with beam pieces, thirty three cross frames part renewed, five pillars just abaft main hatchway and one at fore end of main hatchway straightened and upstayed, the tie angle at the heads and heels of pillars at after part of main hatchway renewed, the side keelsons for twenty six frame spaces and thirty five web plates on each side removed to effect repairs and replaced, the whole of the ceiling in main hold has been renewed and cement renewed also in boiler space.

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; 27 Frames, ditto. 3 Plates, Renewed; 1 Frames, ditto. Other Repairs. Flare cement, pillars etc.

PRESENT CONDITION OF THE		Copper, or Y.M.		Hatches.	
Decks <u>good</u>	Transoms, Pointers, & Crutches <u>good</u>	(State if on felt.)	When put on, Month <u>Year</u>	Boats <u>good</u>	
Waterways <u>good</u>	Timbers of Frame at the openings <u>good</u>			Masts, Yards, &c. <u>good</u>	
Coamings <u>good</u>	Ditto ditto at other places <u>good</u>	Rudder <u>good</u>		Condition, how ascertained <u>by view</u>	
Up'r Dk. Beams & Fastenings <u>good</u>	Keelsons <u>good</u>	Windlass & Capstan <u>good</u>		Sails <u>good</u>	
Low'r Dk. Beams & Fastenings <u>good</u>	Clamps, Shelves & Stringers <u>good</u>	Pumps <u>good</u>		Equipment letter <u>good</u>	
Plating <u>good</u>	Setting (State if examined.) <u>good</u>	Engine Room Skylights <u>good</u>		Anchors, No. of <u>28. 15. 1K</u>	
Planking <u>good</u>	Ceiling <u>good</u>	Coal Bunker, Open'gs, Lids, &c. <u>good</u>		Cables (State if now ranged) <u>good</u>	
Transoms or Rivets <u>good</u>	Cement or Asphalt (State which.) <u>good</u>	Scuppers <u>good</u>		" length <u>part seen</u> size <u>good</u>	
Breasthooks & Stemson <u>good</u>	Tanks <u>not tested</u>	Cargo & Main H'tch'w'ys <u>good</u>		" Rule length <u>size</u>	
	(State if now tested.)			Hawsers & Warps <u>good</u>	
	Caulking of Bot'm, D'k, & Wat'r'w'ys <u>good</u>			Standing & Running Rigging <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 in a good and efficient condition and in our opinion eligible to remain as classed and to have record of survey 12.93

Office Fee (if chargeable) per Scale II., sec. 27 £
 Survey Fee (per Section 28) £
 Special Damage or Repair Fee (if any) (per Sec. 28.) £ 4 : 4 : 0
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 *Is Certificate now required?
 Committee's Minute
 Character assigned 100A1
 Fees applied for, 11/12/93
 Received by me, 11/12/93
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 FRI 15 DEC 1893
 Note capt. L.



Yes
 Is a Report also sent to the Machinery of the Ship? If not, state whether, and when, one will be sent?

Form No. 2 for Repairs, 205, L.R.P.H.—10,000—32,333—(Amended 1893)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

12606 gls

main mast wedges and mast coat renewed, new main shrouds fitted
to Starb'd main rigging and two rigging screws repaired, pins to rigging screws
renewed and pins to eyes of rigging repaired. Bridge deck recalculated
H.A.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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