

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26.4.94 When handed in at Local Office 26.4.1894 Port of Glasgow
 No. in Reg. Book. 1143 Survey held at Glasgow Date, First Survey 27 March Last Survey 24 April 1894
 on the Wm. Iron & Steel SS Crown of Aragon Master Donard
 TONNAGE:— Built at Glenoch By whom Scott & Co. When 1893 MONTH 10
 GROSS 2256 Owners Bar. Pringle, Clapperton & Co. Port belonging to Glasgow
 UNDER DK. 2145 Owners' Address Meadowside
 NET 1485 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Both Name of Dock Meadowside Destined Voyage London
 WB=DBa 249 tons; f 139 tons; uE&B tons; CellDB tons; FPT tons; APT 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.
 Years Assigned now expired.
 Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1
3.93
5.5 div. h's 5.92
BS 2.93
+LMC 5.92

Last Survey, No. 98Port Glasgow

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, 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage caused by stress of weather, breaking of chafers and annual survey.

Vessel placed in above dry dock. Bottom examined, cleaned, and recoated. A few defective rivets in sternframe and rudder replaced. Rudder rebrushed. Tunnel found set down under main mast, step of same now removed from tunnel and fitted on two bulk beams ($10\frac{1}{2} \times \frac{1}{2}$) attached to frames with brackets and to stringers with gusset plates at height of orlop deck, and a fore & aft carling fitted under the mast and four pillars have also been fitted to the two beams to support heel of mast. A doubling plate fitted over a damaged plate in side of tunnel and a new stuffing box plates fitted at bulkhead after end of engine room, which were torn away when shafting broke. Two new otards fitted under shafting and two others extended and doubling

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

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Pointers, & Crutches <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>✓</u>	Hatches <u>Good</u>
Waterways <u>do</u>	Timbers of Frame at the openings <u>do</u>	When put on, Month <u>Year</u>	Boats <u>do</u>
Coamings <u>do</u>	Ditto ditto at other places <u>do</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>do</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Keelsons <u>do</u>	Windlass & Capstan <u>do</u>	Condition, how ascertained <u>from deck</u>
Low'r Dk. Beams & Fastenings <u>do</u>	Clamps, Shells & Stringers <u>do</u>	Pumps <u>do</u>	Sails <u>Good</u>
Plating <u>do</u>	Sanding (State if examined.) <u>do</u>	Engine Room Skylights <u>do</u>	Equipment letter <u>do</u>
Blanking <u>do</u>	Ceiling <u>do</u>	Coal Bunker, Open'gs, Lids, &c. <u>do</u>	Anchors, No. of <u>30-15-2K</u>
Transoms or Rivets <u>do</u>	Cement on Asphalt (State which.) <u>do</u>	Scuppers <u>do</u>	Cables (State if now ranged) <u>Yes</u>
Breasthooks & Stemson <u>do</u>	Tanks (State if now tested.) <u>do</u>	Cargo & Main H'tch'ys <u>do</u>	" length <u>270 fms</u> size <u>1 1/2" full</u>
	Caulking of Bot'm, D'k, & Wat'r'ys <u>Good</u>		" Rule length <u>270 fms</u> size <u>1 1/2"</u>
			Hawsers & Warps <u>part new</u> <u>Good</u>
			Standing & Running Rigging <u>do</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 and efficient condition and eligible in an opinion to remain as classed and to have record of survey 4-94.

Office Fee (if chargeable) per Section II, Sec. 2

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any) (per Sec. 28.)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

*Is Certificate now required?

Committee's Minute

Character assigned

Fees applied for,

Received by me,

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



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Lloyd's Register Foundation

GLS169-0379 C112

plates fitted to bottom of tunnel over new and adjacent stools and two brackets fitted at after end of thrust block under sides of tunnel.

Deck damage; - Accommodation ladder renewed and iron casings over steam pipes overhauled and part renewed. Three boats repaired and other small repairs to iron rails, staintions, ventilator covers &c see copy of damage survey report attached herewith. To replace two Bower Anchors which were broken two others have now been supplied:-

Weight.	Ton.	Rule Weight.	
34-2-19	32-3-3-0	34	Rogers & Co. L ^d of Cert. 34895
8-2-23			
34-1-23	32-0-0-0	34	Triton L ^d of Cert. 34878
8-2-27			

Dated 20th April 1894
Signed by J. G. Lewis
J. G. Lewis

Both anchors were made by Hingley & Sons. The weights of the original anchors were 34-0-0 & 34-0-0
6-3-1 7-0-15

One length of Chain cable which was broken now repaired & retested:-

15 fms of 1 $\frac{3}{4}$ Stud Link - Weight 21-2-0. Tests 22 $\frac{1}{2}$ tons. L^d of Cert. 1846. Dated 20th April 1894 Signed by E. Deedhouse, Glasgow

Cables were ranged when 270 fathoms were found to be on board and it measured 1 $\frac{3}{16}$ full.

J. G. Lewis