

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book 53 Survey held at Glasgow Date, First Survey 23 July 94 Last Survey 12 October 1894

on the Wood, Iron or Steel Steamer "Ganges" (No. of Visits 34) Master Barlow

TONNAGE:- Built at Glasgow By whom London & Glasgow Co When 1868 YEAR. MONTH.

GROSS 1903 Owners Mutual Steamship Co (Ld) Port belonging to London

UNDER DE. 1888 Owners' Address

NET 1242 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? By Name of Dock Jovan Destined Voyage Glasgow

WB=DBa tons; f tons; T&B tons; Colldb tons; MT tons; MT tons.

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

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

CHARACTER, &c for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>A1</u>		
<u>5.94</u>		
<u>5 Survey Jan. 3.92</u>		

Last Survey, No. 40871 Port W

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 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 5 ft. 9 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Sixth Survey

This vessel has been placed in dry dock, the bottom cleaned, examined and recoated, rudder lifted and pintles examined. The holds, peaks, and bunters cleared, all close ceiling removed throughout vessel, cabin lining removed, the oxidation removed from plating, frames, stringers beams &c. by chipping and scaling, the vessel drilled in three vertical sections on each side of vessel and at other places where considered necessary (as hereafter described) the thickness of shell plating ascertained. Examination made of the cement and the same found to be satisfactorily adhering to the iron, examination made inside the water ballast tanks and the tanks tested by water pressure. Chain cables ranged and equipment examined. Masts & rigging examined (the wedges being removed.) Pumps and sluices

SUMMARY OF DAMAGE REPAIRS:—			
<input checked="" type="checkbox"/> Plates, Fair'd or Repaired;	<input checked="" type="checkbox"/> Frames, ditto.	<input checked="" type="checkbox"/> Plates, Renewed;	<input checked="" type="checkbox"/> Frames, ditto. Other Repairs.
PRESENT CONDITION OF THE			
Decks <u>good</u>	Transoms, Pointers, & Crutches <u>good</u>	Copper, or F.M. (State if on Felt.) When put on, Month Year	Hatches <u>good</u>
Waterways <u>"</u>	Timbers of Frame at the openings <u>"</u>	Rudder <u>good</u>	Boats <u>"</u>
Coamings <u>"</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Masts, Yards, &c. <u>by exam.</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Keelsons <u>"</u>	Pumps <u>"</u>	Condition, how ascertained <u>by exam.</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Clamps, Shells & Stringers <u>"</u>	Engine Room Skylights <u>"</u>	Sails <u>good</u>
Plating <u>"</u>	Sanding (State if examined.) <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Equipment letter <u>"</u>
Planking <u>"</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Anchors, No. of <u>3B-15-2K</u>
Transoms or Rivets <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Cargo & Main H'tch'ys <u>"</u>	Cables (State if now ranged) <u>yes</u>
Breasthooks & Stemson <u>"</u>	Tanks (State if now tested.) <u>tested</u>		" length <u>270 ft.</u> size <u>1 1/16"</u>
	Caulking of Bot'm, D'k, & Wat'rw'ys <u>"</u>		" Rule length <u>270"</u> size <u>1 1/16"</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>"</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 pIND91, &c."

This vessel is in a good and efficient condition and in our opinion eligible to remain as classed and have record of survey 10.94 and the notation sixth survey fls. 10.94

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 10/9 18.94,

Survey Fee (per Section 28) £ : : Received by me, 8/10/94

Special Damage or Repair Fee (if any) (per Sec. 28.) £ : : Surveyor to Lloyd's Register of British & Foreign Shipping.

Travelling Expenses (if chargeable) £ : : H. Dodd

Second Surveyor's Fee (if any) £ : : H. Dodd

\*Is Certificate now required? Yes

Committee's Minute TUES. 16 OCT 1894

Character assigned A1

6th Survey 10.94

Sep 94

R.P.S.

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*Steamer "Ganges"*  
*sluces examined*

Forward - - - 76' - - -			amidships - - - 75' - - -			Aft - - -		
Int	Starb		Int	Starb	Original	Int	Starb	
8	8	Spar Sheerstrake	16	16	9 with 7/16 doubling	8	9	O
6	6		13 32	13 32	7	6	7	N
6	6		13 32	13 32	7	7	6	M
8	8	Main Sheerstrake	17	17	10 with 8/16 doubling	7	8	L
8	7		7	7	9 This strake has now been doubled for 93 ft.	7	7	K
8	8		8	8	9	7	8	J
8	7 15 32		10	10	9	7	8	H
9	8	Upper turn of bilge	10	10	11	8	8	G
9	9		10	10	11	10	9	F
9	9		10	10	11	9	9	E
8	10	Lower turn of bilge	10	10	10	10	10	D
8	10		10	10	10	10	10	C
8	10		10	10	10	10	9	B
10	11	Garboard	11	11	11	11	11	A

*Repairs* - The two upper gudgeons of rudder post renewed and rudder pintles rebushed, four fretted butts on starboard bilge amidships fitted with outside straps, one indented plate on starboard bilge amidships and one pitted and chafed plate on starboard side in E strake at fore end of vessel renewed. Two thin plates in strake below spar sheerstrake and four in the second strake below spar sheerstrake on the starboard side in way of bunker space renewed. and on the port side in the same locality one plate in the strake below spar sheer and two in the second strake below spar sheerstrake renewed. In order to compensate for depreciation in the strake below main sheerstrake and also in the second strake below main sheerstrake, the strake below main sheerstrake has been doubled for a length of 93 ft. amidships with plates 3'1" x 1/2" on both sides of vessel.

*Fore & Main Hold* - Five straps to shell plating renewed and a large number of shell and frame rivets renewed.  
*No. 3 Hold or Athwartship Bunker* - Four frame angles on the starboard side and three on the port side fitted with bracket knees at main deck, one frame angle on each side fitted with new reverse bar from main to spar deck, the starboard top corner of bulkhead fitted with a doubling plate, the bracket plates of strong beam renewed, several defective rivets in shell and frames



*Steamer 'Ganges'*  
made good.

*Boiler space* - Four floor plates under boilers and eight intercostal plates fitted with doubling plates, six floors fitted with new reverse angles and rider plates on top of same, connected to fore and aft foundation plates. the foundation plates on top of floors in boiler space re-riveted, new angles fitted to strong beam in stoke hold. Three frames on each side of vessel in reserve bunkers fitted with part new reverse bars, in tween deck bunker space four frames on the starboard side and one on the port side fitted with new reverse angles four spar deck beams fitted with part new top angles.

*Engine space* - Five frame angles fitted with new reverse bars extending from main deck to turn of bilge, an additional side stringer formed of double angles  $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  and bracketed to bulkheads to compensate for wasting of side stringer angles immediately below; four doubling plates fitted to bulkhead of After end of Engine room at lower part, three reverse bars renewed on the starboard side of lower side bunker. from side stringer to side keelson and three reverse frames fitted with doubling angles.

*After Hold* - Five reverse frames on the port side and six on the starboard side fitted with back angles for length about 8 ft., patch plate fitted on tunnel, and four additional vertical plates fitted inside after tank connecting tank top to floors on each side at after end of vessel. several defective rivets in shell plating and frames renewed.

*Cabins* - Five doubling plates on the starboard side and four on the port side fitted to shell plating in way of side lights between the frames.

*Weather deck* - A large number of defective rivets connecting deck to beams renewed and additional rivets fitted.

The after corners of main hatchway fitted with doubling plates; the deck plating of starboard side of fidley casing fitted with a doubling plate, and chaffing plates for steering chains renewed, two bulwark plates in way of port rigging renewed. chain plates repaired and two new shrouds.

Cement on shell plating repaired in several spaces fore and aft and ceiling part renewed.