

THURS. 1 NOV 1894

(Received at London Office

18)

No. 13250

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 29 Oct 1894 When handed in at Local Office 18 Port of Glasgow
No. in Reg. Book 325 Survey held at Glasgow Date, First Survey 4th Oct Last Survey 23rd Oct 1894
on the ~~Wood, Iron or Steel~~ Steel Lea "Marlay" Master S Walton
TONNAGE:— Built at Belfast By whom Wm Clark & Co When 1890 MONTH 9
GROSS 798 Owners R Fiddes & Co Port belonging to Dublin
UNDER DK. 621 Owners' Address
NET 349 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock at Swin Destined Voyage Coasting

WB=DBa ☒ tons; f ☒ tons; uE&B ☒ tons; Cell DB 177 tons;
EPT 26 tons; APT 24 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. * 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).
* 100A1 9.93		* LMC 9.90

Last Survey, No. 41067 Port SW

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 1' 5" ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 1, Alterations, & Damage repairs

This vessel has been placed in dry dock, the bottom cleaned & coated, & the repairs & alterations as detailed below executed. The keel of rudder has been rubbed
The holds cleaned all close ceiling removed, iron work examined all free & aft & cement tested & found in good condition. Coal bunkers & peaks cleaned & examined. Masts & rigging & equipment generally examined & found in good order. Tunnel top cracked in two places under hatch, patches have been fitted & new wood
All ceiling removed from tank tops & tanks examined internally. Under the boilers, tank top wasted thin, locally, in four places, & large patches have been fitted over these; & to prevent further wasting, angles have been fitted on tank top beyond margin of boilers, & space ^{within} cemented thickly & laid with fire bricks. Under Engine tank top wasted, directly under drain pipe from cylinder & small patch has been fitted. All tanks in double bottom

SUMMARY OF DAMAGE REPAIRS:— ☒ Plates, Faired 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. <input checked="" type="checkbox"/> (State if on felt.) When put on, Month <u>Year</u>	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>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Keelsons <u>"</u>	Pumps <u>As above</u>	Condition, how ascertained <u>cloft</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>	Caulking (State if examined.) <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Equipment letter <u>2</u>
Planking <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Scuppers <u>"</u>	Anchors, No. of <u>3 12 15 24</u>
Freeboards or Rivets <u>"</u>	Tanks <u>As above</u>	Cargo & Main Hatchways <u>"</u>	Cables (State if now ranged) <u>no</u>
Breasthooks & Stemson <u>"</u>	Caulking of Bot'm, D'k, & Wat'r'ys <u>"</u>		" length size
			" Rule length size
			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 ptND91, &c."

This vessel now appears to be in good condition, & is eligible in my opinion to remain as classed; the notation S.S. No 1-94 to be deferred till the hand pump in after hold, & the peak tanks have been tested.

Office Fee (if chargeable) per Scale II, Sec. 27 £ 3 : 0 : 0
Survey Fee (per Section 28) £ 1 : 9 : 6
Special Damage or Repair Fee (if any) (per Sec. 28) £ 1 : 9 : 6
Travelling Expenses (if chargeable) £ 1 : 9 : 6
Second Surveyor's Fee (if any) £ 1 : 9 : 6

Fees applied for, 24/10/1894
Received by me, A Campbell Holmes
1894

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

*Is Certificate now required?
Committee's Minute
Character assigned

FRIDAY 2 NOV 1894

TUES. 13 NOV 1894

Deferred for completion of No. 1
White Dub. 2/11/94



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Lloyd's Register
Foundation

GLS170-0395 (1/2)

THURS. 1 NOV 1894

Port of Glasgow

Continuation of Report No. 13256 dated 23rd Oct 1894 on the

S.S. Marlay

have been tested as required by the rules & found tight.

The watertight doors have been tested, & hand pumps with exception of one in after hold.

To complete the special survey, the peak tanks have to be tested & the hand pump in after hold worked. The surveyors at Dublin to which Port the vessel sails have been notified of this.

Alterations;— To protect the vessel's sides when lying along side quay walls, a chafing plate $24" \times \frac{3}{4}"$ has been fitted on G strake for 100 feet amidships, on both sides.

Damage Repairs;— Permanent repairs have now been effected with the damaged shell plate under boilers, in D strake, Star^d side, as per Spl report No. 41067. The plate is a long one, & half of it, the damaged portion, has been renewed, with triple riveted butt-straps.

A Campbell Holmes.