

WED. 27 NOV 1895

(Received at London Office

18 )

No. 114090

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23 Nov 1895 When handed in at Local Office 23 Nov 1895 Port of Glasgow  
 No. in Reg. Book 1073 Survey held at Bowling Date, First Survey 11 Nov 1895 Last Survey 21 Nov 1895  
 on the Wood, Iron or Steel S.S. "Cornelian" (No. of Visits 4) Master McFarlane 1895

TONNAGE:— Built at Bowling By whom Scott & Co When 1890 3  
 GROSS 408 Owners M. Robertson Port belonging to Glasgow  
 UNDER DECK 286 Owners' Address  
 NET 139 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Bowling Destined Voyage Coasting  
 W.B.=CellDBorDBa tons; uE&B tons; f tons; }  
 FPT tons; APT tons; MT tons. }  
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 18392 Port 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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage  
 Vessel raised upon a slipway and surveyed on account of damage sustained by going ashore at Toward Point. Firth of Clyde.

All ceiling lifted in flat of hold. Repairs now done:— Port side 2 plates of flat of bottom renewed, 3 plates taken off, faired and replaced and 9 plates faired in place. Starboard side 1 plate of bottom renewed, 1 plate taken off, faired and replaced, and 4 plates faired in place. The side girder keelsons cut adrift from floors for 25 frame spaces on each side, the bottom faired, the double vertical angles joining floors to keelson plate renewed, and the double angles to keelson on port side renewed with  $6\frac{1}{2} \times 3 \times \frac{9}{16}$  angle. The double angles to keelson on starboard side re-riveted. 33 reverse legs on top of floors renewed on port side. Double angle struts under u.e. beams in way of bridge renewed. 7 hold pillars repaired and re-riveted. Bridge keel faired on S.E. side. 5 broken frames doubled on port side and two bent frames faired. 1 broken frame on S.E. side partly renewed. 4 web frames on port side and 3 on starboard side re-riveted to floors. Bridge deck re-riveted. Bridge bulwark and chert

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed ... ..	3	1	✓	✓	✓	As stated above
Faired or Repaired ...	14	8	✓	50	✓	

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	Ditto ditto at other places <u>Good</u>	Windlass & Capstan <u>Good</u>	Boats <u>Good</u>
Waterways <u>Good</u>	Keelsons <u>Good</u>	Pumps <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Coamings <u>Good</u>	Clamps, Shelves & Stringers <u>Good</u>	Sluice Valves <u>Good</u>	Condition, how ascertained <u>From deck</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Siding (State if examined.) <u>Good</u>	Watertight Doors <u>Good</u>	Sails <u>Good</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Ceiling <u>Good</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Equipment letter <u>f</u>
Plating <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>3B. 1S. 1K</u>
Planing <u>Good</u>	Tanks (State if now tested.) <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Treenails or Rivets <u>Good</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>Good</u>	Scuppers <u>Good</u>	length size
Breasthooks & Stems <u>Good</u>	Copper, or Y.M. (State if on felt.) <u>Good</u>	Cargo & Main H'tch'w'ys <u>Good</u>	Rule length size
Transoms, Pointers, & Crutches <u>Good</u>	When put on, Month <u>Nov</u> Year <u>95</u>		Hawsers & Warps <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."

She is now in a good and efficient condition and eligible in my opinion to remain as classed with record of survey Burg. 11.95

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £  
 Survey Fee (per Section 25) ..... £  
 Special Damage or Repair Fee (if any) (per Sec. 25.) ..... £  
 Travelling Expenses (if chargeable) ..... £  
 Second Surveyor's Fee (if any) ..... £

Committee's Minute FRI. 29 NOV 1895  
 Character assigned GOOD

Fees applied for, 23/11/1895  
 Received by me, S. J. Kearle  
 Surveyor to Lloyd's Register of British & Foreign Shipping.



GLS 173-0278



hull repaired, 60 keel rivets renewed and about 50 rivets renewed in different parts of shell plating. cement repaired. caulking replaced and partly renewed. bottom cleaned and recoated.

Beside the above the following repairs not included in the damage have been effected: - Rider plate to centre keelson renewed under after hatchway. Forecastle deck recaulked.

J. Shearley

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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