

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 27th Dec 1895 When handed in at Local Office 27th Dec 1895 Port of Glasgow.

No. in Reg. Book.

Survey held at Troon.

Date, First Survey 11th Dec 1895 Last Survey 19th Dec 1895

32 on the Wood, Iron or Steel Se "Nan"

(No. of Visits)

Master A. R. Hudson

TONNAGE:-

GROSS 289

UNDER DEK 246

NET 139

Built at Bowling

By whom Scott & Co.

Owners J. Hay & Sons

When 1884-3

Port belonging to Lynn

Owners' Address

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

Surveyed Afloat or in Dry Dock? In Troon Name of Dock Dry Dock and afloat. Destined Voyage Newry.

WB=Cell DBor DBa

tons; uE&B

tons; f

tons;

FPT 50 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.

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.

Machinery and Boiler.

Survey (including date of N.B., if any).

2-100A-1

5.3. Dec 1892

10.95

2-100A-1

5.3. Dec 1892

10.95

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 3 ins.

Last Survey, No. 13978 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 repair of damage alleged to have been sustained on the 28th Nov. last at Port St. Mary, Isle of Man while bound from Llandudno to Ardara, for further particulars please see pass Copy of damage survey report: Vessel placed in dry dock, iron done; cut out and renewed about 30 feet of lower portion of Stem and connected same with proper cleats; on starboard side in A strake nos 1 & 2 plates from stem cut out and renewed; in B strake nos 1, 2 & 3 from stem cut out & renewed; in C strake nos 1 from stem cut out and renewed; in D strake nos 1 from stem removed, faired and replaced; and on port side in A strake nos 1, 2 & 3 plates from stem cut out and renewed; in B strake nos 1, 2 & 3 plates from stem cut out and renewed; in C strake nos 1 plate from stem cut out and renewed; one finial plate on port side of foremast faired in place and the 1/2 round iron moulding repaired; floors cut out & renewed in fore peak tank and 1 floor faired in place; if frames repaired on port side in fore peak tank and 8 on starboard side all to proper shape. The frame bars to collision bulkhead repaired; reverse frames on 8 frames across centre line renewed to proper shape; several lugs renewed as required; 3 frames abaft collision bulkhead slightly repaired; Several Stanchions

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Faired or Repaired ...

Plates.

Frames.

R. Frames.

Floors.

Beams.

Other Items:-

13

20

8

9

1

renewed 30 ft lower portion of stem and several lugs in fore peak

PRESENT CONDITION OF THE

Decks

Waterways

Coamings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Plating

Planking

Transoms or Rivets

Breasthooks & Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at the openings

Ditto ditto at other places

Keelsons

Clamps, Shells & Stringers

Salting

Ceiling

Cement or Asphalt

Tanks

Caulking of Bot'm, D'k, & Wat'rwys.

Copper, or Y.M.

(State if on Felt.)

When put on, Month

Good

where

possible

to

as above

all

Good

Good

Good

Good

Good

Good

Rudder

Windlass & Capstan

Pumps

Sluice Valves

Watertight Doors

Dblg. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers

Cargo & Main Hatchways

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

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 ptn 991, &c."

The damage this vessel sustained having now been satisfactorily repaired she is now in good and efficient condition and eligible in my opinion to remain as Classed and to have record of survey 12.95.

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

24/12/1895

Received by me,

28/12/1895

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

Committee's Minute

Character assigned

TUES. DEC 31 1895

Lloyd's Register Foundation

965 173-0353 '12

Port of *Glasgow S. S. Nav.* Continuation of Report No. 114144 dated 19th Dec^r 1895 on the
 started rivets in bottom & bilges renewed and caulking of bottom
 made good as required; breasthooks in fore peak tank re-riveted
 fore peak tank re-riveted as required; Cement made good at
 fore part where necessary; the ceiling repaired as required; all
 fittings removed to facilitate repairs, replaced; port anchor stock
 repaired; re-coated bottom & sides -
 on account of ordinary wear & tear - lifted and re-bushed rudder.

J. L. S.