

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th Nov 94 When handed in at Local Office 18th Nov 94 Port of GlasgowNo. in Survey held at Glasgow Date, First Survey 23rd Sept 93 Last Survey 11th Nov 94

Reg. Book. 484 on the Wood, Iron or Steel SS "Alcina" (lat "Dunkeld") Master M. Cane - 94

TONNAGE:-

GROSS

UNDER DK

NET

Built at

By whom

When

Owners

Port belonging to

Owners' Address (Valencia, Spain)

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

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Destined Voyage

WB= Cold B or D B

feet; uE&B

feet; f

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

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.

100 A 1

10-93

SS. Gls No. 3-1093

Years

A

now

expired.

Machinery and Boiler

Surveys

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

LMC 10-93

BS. 11-96

Last Survey, No. 3

Port Alexandria

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

3 ft 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR SS No. 1.

Vessel's bottom examined, cleaned & coated, when on the above slip. The holds, peaks & bunkers cleared, the lumber boards, and ceiling in excess of the rule requirements, removed in the holds & bunkers; all oxidation removed from the plating frames, stringers, floors etc in holds, peaks, bunkers, and engine boiler spaces, and the same, together with the cement, examined & coated; the plating etc in way of side lights in cabins, & round counter, examined. The masts, (wedging not removed, as masts are doubled in way of same) general equipment, decks, deck pumps, water tight door, steam steering gear, sluices, etc examined; the chain cables ranged & examined; the ballast tank opened out, and examined internally, afterwards tested under water pressure.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed									
Faired or Repaired ...									
PRESENT CONDITION OF THE		Timbers of Frame at the openings <i>Good</i>				Rudder <i>Good</i>	Hatches <i>Good</i>		
Decks <i>Good</i>		Ditto ditto at other places <i>"</i>				Windlass & Capstan <i>"</i>	Boats <i>"</i>		
Waterways <i>"</i>		Keelsons <i>"</i>				Have Pumps now been examined and found efficient? <i>yes</i>	Masts, Yards, &c. <i>By examination</i>		
Coamings <i>"</i>		Stringers, Clamps & Shelves <i>"</i>				Have Sluice Valves now been examined and found efficient? <i>yes</i>	Condition, how ascertained <i>By examination</i>		
Up'r Dk. Beams & Fastenings <i>"</i>		Selling <i>"</i> (State if examined.)				Have Watertight Doors now been examined and found efficient? <i>yes</i>	(State if wedges removed <i>no</i>)		
Low'r Dk. Beams & Fastenings <i>"</i>		Ceiling <i>"</i>				Dblg. Plates under Sounding Pipes <i>Good</i>	Sails <i>good</i>		
Plating <i>"</i>		Cement or Asphalt <i>"</i> (State which.)				Engine Room Skylights <i>"</i>	Equipment letter <i>22</i>		
Planking <i>"</i>		Tanks <i>yes</i> <i>"</i> (State if now tested.)				Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Anchors, No. of <i>3 B. 13. 1 K.</i>		
Rivets or Tronails <i>"</i>		Caulking of Bot'm, D'k. & Wat'rw'ys. <i>"</i>				Scuppers <i>"</i>	Cables (State if now ranged) <i>yes</i>		
Breasthooks & Stemson <i>"</i>		Copper, or Y.M. <i>✓</i> (State if on Felt.)				Cargo & Main H'tchw'ys. <i>"</i>	" length <i>225 fms</i> size <i>1 1/2"</i> (on board)		
Transoms, Pointers & Crutches <i>"</i>		When put on, Month <i>✓</i> Year <i>✓</i>					" Rule length <i>210 fms</i> size <i>1 3/4"</i> (per Table 22)		
							Hawsers & Warps <i>good</i>		
							Standing & Running Rigging <i>"</i>		

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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."

This vessel is in a good and efficient condition, and, in our opinion, is eligible to remain as classed, with fresh record of survey Gls 11-94; & the notations - SS. Gls No. 1-94 - & Teak Deck.

Office Fee (if chargeable) per Scale II., Sec. 27 £ 43 12 6
Survey Fee (per Section 28) £ 15 11 94
Special Damage or Repair Fee (if any) (per Sec. 28.) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Fees applied for, 15/11/94
Received by me, 17/11/94
Certificate requested
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

No. 1

2 Bks (u Teak)

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Lloyd's Register

GLS 109-93-11-1017

THUR, 18 NOV 1897

Port of

Glasgow

Continuation of Report No. 15626 dated 11th Novemb^r 1897 on theIron S.S. "Alcira" (late "Dunkeld")

Repairs due to wear & tear - all the sluices overhauled and repaired; the steering gear overhauled; the cement in several spaces in holds, & E & B space, renewed; the boiler casing, in bunkers, repaired where necessary, rigging overhauled etc.

A lower tier of beams has now been fitted in nos 1 & 2 holds, for the purpose of separating the cargo in these holds. The beams are composed of a bulb plate $7 \times \frac{1}{2}$ " with an angle $5 \times 3 \times \frac{1}{2}$ " riveted to same. These beams are fitted to every fourth frame with efficient bracket plates, and an angle $4 \times 4 \times \frac{1}{2}$ " is fitted to every second frame, between the bulb beams, and connected to the frames with efficient bracket plates; pillars are fitted where necessary, and loose wood hatches fitted between bulb beams.

The fore end of alleyways has been closed in with iron plating & a door fitted on each side.

This vessel has now changed Owners, new name etc as above.

J.H.
J.B.