

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 8. May Last Survey 16. May
 Reg. Book 638 on the Wood, Iron S. S. 'Chollertow' (No. of Visits) 6 Master A. Cameron

TONNAGE:— Built at Newcastle By whom A. Leslie Esq. When 1883
 GROSS 2565 Owners (Hagley & Co. Ltd. type Reg.) Port belonging to Glasgow
 UNDER DK. 12462 Owners' Address
 NET 1652 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? by dock Name of Dock near howside Destined Voyage Bilbao
 WB=60 DBa 80 feet; u&B 36 feet; J — feet;
 total capacity 383 tons. FPT 36 tons; APT 23 tons; MT — feet — 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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A.1</u>	<u>1898</u>	<u>L.M.C.</u>
<u>Spir deck.</u>		<u>12.75</u>
<u>S.S. Bly. V.S. 12.75</u>		<u>D.S. 4.98</u>

Last Report, No. 18912 Port CB
 (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 } 6 ft. 4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Having grounded at Rosario on the 8th of March 1899 also damage sustained through heavy weather on the 27th Dec 1898 and 21st March 1899.

Bottom examined and found to be in good condition, the same recorded.
Sea Damage — Bulwark plating renewed before bridge for about 98 ft. on each side of vessel; one freeing port on port side renewed the others on both sides refitted also mowing pipes and doathing plates to same refitted wood bulwark rail renewed for a length of 55 ft on port side the remainder on both sides also bulwark stanchions refitted, four shrouds and one backstay on starboard side of fore rigging renewed. Aft of bridge the bulwark plating renewed for a length of 61 ft on port side and 41 ft on the starboard side, bulwark rails and stanchions to same refitted also freeing ports refitted; Teak covering

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								<u>Bulwarks, rigging &c.</u>
Removed and Faired or Repaired								
Faired or Repaired in place								

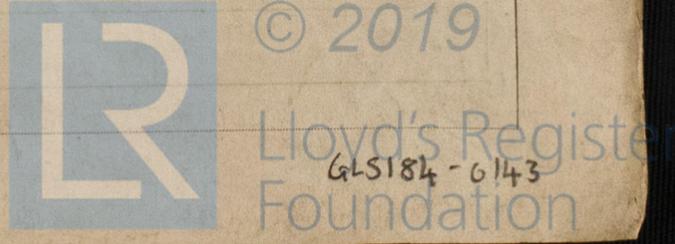
PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks <u>good</u>	<u>good</u>	<u>good</u>	<u>good</u>
Caulking of Decks	<u>at end</u>	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Waterways	<u>at end</u>	Scuppers	Condition, how ascertained <u>from deck</u>
Coamings	<u>at end</u>	Cargo Hatchways	(State if wedges removed <u>no</u>)
Beams & Fastenings	<u>at end</u>	Hatches	Sails <u>good</u>
Outside Plating	<u>at end</u>	Planking of Wood Vessels	Equipment letter <u>t</u>
Caulking of ditto	<u>at end</u>	Treenails ditto	Anchors, No. of <u>3B-15-2K</u>
Rivets	<u>at end</u>	Breasthooks & Stems ditto	Cables (State if now ranged) <u>no</u>
Breasthooks & Crutches	<u>at end</u>	Transoms, Pointers, & Crutches ditto	" length (on board) size
Transoms	<u>at end</u>	Timbers of Frame at openings ditto	" Rule length (per Table 22) size
Frames	<u>at end</u>	Ditto ditto at other places ditto	Hawsers & Warps <u>good</u>
Reverse Frames	<u>at end</u>	Stringers, Clamps & Shelves ditto	Standing & Running Rigging
Floors	<u>at end</u>	Salting (State if examined.) ditto	
Keelsons	<u>at end</u>	Copper, or Y.M. (State if on Felt.) ditto	
		When put on, Month Year	

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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel is in my opinion eligible to remain as classed and to have record of survey 5.99.

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for, <u>21/5/99</u>
Survey Fee (per Section 28)	£	Received by me, <u>14/5/99</u>
Special Damages or Repair Fee (if any) (per Sec. 28.)	£	
Travelling Expenses (if chargeable)	£	
Second Surveyor's Fee (if any)	£	

Committee's Minute FRI, 2 JUN 1899
 Character assigned 100A.1 Spir deck CB. 5.99



Has a Survey also been held on the Machinery of the Ship? If so, to the Report sent now, or when will it be sent?

Is Certificate required? If so to be sent to

17051

17051 g/s

covering board at fore end of bridge removed and new iron plate fitted to receive fastenings of same, Ventilator on Starboard side of bridge ~~is~~ removed, Engine Room telegraph also clearing chains and gear overhauled and repaired.

H. G.

N.B.—If this Report is copied by Copying Press, special 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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