

# REPORT of SURVEY for REPAIRS, &c.

No. *5164* Survey held at *Leith* Date, first Survey *14 July* Last Survey *17 July* 1882  
 Reg. Book. *899* on the *Non S. J. "Glen Duin"* (No. of Visits) Master *B. Olsson*  
 Tonnage under Tonnage Deck *896* Built at *Newcastle* When built *1875* YEAR MONTH  
 Ditto of Spar Deck, or Avoing Deck *1258* Owners *P. W. Smith* Port belonging to *Leith*  
 Ditto of Poop *258* Residence *Leith*  
 Ditto of Raised Qr. Dk. *292* By whom built *Glen Ship B. Co.* Destined Voyage *Newcastle*  
 Ditto of Houses on Deck *292* If Surveyed Afloat or in Dry Dock *On Slip-way and afloat*  
 Ditto of Forecastle *292* (State Name of Dock)  
 Gross Tonnage *292*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm.  
 Length of Poop *292* ft. Ditto, Forecastle *292* ft. Ditto, Raised Quarter Deck *292* ft. Years assigned. Character in Register Book.  
 Last Survey, No. *5596* Port *Leith* Classed *TPN 3-81* *10.81*  
 REPAIRS, OR EXAMINATION AS PER RULE *Non done* *Arming deck*  
 Cause of Repairs to be clearly stated.

*Placed on blocks on Slip-way, the bottom cleaned and painted and the Arming deck Re. Caulked.*

*As per Secretary's letter of 3<sup>rd</sup> July 1882, and after perusal of the Reports and other documents forwarded to me relating to this vessel a careful survey has been made, and the plating drilled in order to Report on the Construction and Strength of the Arming deck of said Steamer, and I now beg to forward for the Committee information plans and sections showing the manner (in detail) in which the Arming deck is constructed. As will be seen from the tracings it has been built in a regular manner and the portion noted B. on*

Present Condition of the Decks	<i>Good</i>	Trunnels	<i>When seen Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained	<i>On deck</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>Complete</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	<i>Complete</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>and</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>Good</i>
Plank (Bottom) and Counter	<i>do</i>	Copper (or Y.M.) When put on	<i>do</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Hatches	<i>Good</i>
General Observations, Opinion as to Class, &c.	<i>Off</i>				

*This vessel is now in good and efficient condition and eligible in my opinion to remain as classed.*

Amount of Entry Fee ... £ *5.5* *to be charged* received by me, *James M. M.*  
 Special ... £ *188*  
 Certificate (if required) to be sent as per margin... £ *for all services*

(Travelling Expenses, if any, £) Committee's Minute *24<sup>th</sup> July* 1882

Character assigned *A. 1. Arming Deck*  
*Load line 17.5* *marked depth*



on the Longitudinal plan the frames do not pass through the  
Main deck stringer plate, but the main deck keelstrake plate  
extends 15" above the stringer plate, and the doubling plate 4"  
above same. The Plating of the side and rounded gunwale plates  
are double riveted, and there is not the slightest trace of movement  
or warping perceptible.

I would add that the moulded depth  
taken from top of keel to top of Main deck Beam at side is  
14' 7 1/2". Then forward 4' 1" aft 1' 2"

James M. Neil



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