

REPORT of SURVEY for REPAIRS, &c.

No. 46772^A

No. in
Reg. Book.

Survey held at London

Date, First Survey 24/11/86 Last Survey 27/11/1886

on the

Glenroy Iron Screw Steamer

Master

YEAR.

MONTH.

TONNAGE:—

NET 1411

GROSS 2159

UNDER DK. 2085

Built at

Glasgow

By whom

John Glas & Co

When 1870-10

Owners

Mc Gregor & Co

Port belonging to

Glasgow

Owner's Address

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

If Surveyed Afloat or in Dry Dock

Name of Dock Green

Destined Voyage

Glasgow to China

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft.

ins.

(if these particulars are not yet recorded in the Register Book.)

Classed

100A1

Last Survey, No. 45809 Port

Lon

(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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship

in salt water

5 ft. 11 ins.

in fresh water

ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Condition.

This Vessel was seen in dry dock, the bottom examined & cleaned & coated.

In order to be able to carry out some large boilers from Glasgow to China. The main Hatchway on the upper and Main Deck is now being made seven inches wider on the Starb side, it being noted that these decks are of iron.

Four hold beams are cut each side of middle line in rake of double angle iron tie plates, on the fore side of Hatch, and as these cannot be refitted until the discharge of the boilers, Captain Button, the Master of the Vessel, has accepted the suggestion to give temporary compensation at Glasgow by fitting angle iron on inner edge of hold struts extending from the fore bulkhead of main hold to 10ft abaft after hatch beams, so as to convert this struts into a girder & the beams will be refitted with clamp plates on their return to London.

PRESENT CONDITION OF THE

Decks

Waterways

Comings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Planksheers

Sheerstrakes

10. osides

ales

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo & Main Hatchways

Hatches

Plank (Bottom) & Counter

Treenails or Rivets

Breasthooks and Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at the openings

Ditto ditto at other places

Keelsons

Clamps & Shelves

Ceiling

Rudder

Windlass & Capstan

Pumps

Cement (if Iron Ship)

Caulk'ng of Bot'm, D'k, & Watrways

Copper, or Y.M.

(State if on Felt.)

When put on

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of 3 B, 1 S, 2 K

Cables what size good

Hawsers & Warps sufficient

Standing & Running Rigging good

General Observations, Opinion as to Class, &c.:

The Vessel appears to be in a sound and efficient condition & eligible in my opinion to remain as classed. provided compensation for cutting hold beams are provided as above stated, & submit the case for the future consideration of the Committee. & suggest that the Society Surveyors at Glasgow be advised of the proposed strengthening to struts &

Entry Fee (if chargeable) per Scale I., Sec. 27.

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

Survey Fee (per Section 28)

Special Damage Fee (if any) (per Sec. 28)

*Certificate (if required) to be sent as per margin

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

received by me,

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Committee's Minute

TUESDAY 11 JAN 1887

Character assigned

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

Lloyd's Register Foundation