

No. 52919

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *April 19th 1892* When handed in at Local Office

Port of *London*

WED. 20 APR 1892

No. in
Reg. Book.

Survey held at

London

Date, First Survey

Feb 23rd

Last Survey

April 13th 1892

on the

Steamer

Glenmanna

Master

Courtman

TONNAGE

Built at

North Shields

By whom

Smith

When

1871

GROSS

738

Owners

Sollas & Sons

Port belonging to

Newcastle

UNDER DK

650

Owners' Address

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

Surveyed Afloat or in Dry Dock?

By St.

Name of Dock

Horse Ferry

Destined Voyage

WB=DbA

tons; f

tons; uE&B

tons; CellDB

tons;

FPT

tons; APT

tons; MT

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.

Machinery and Boiler Surveys (including date of N.B., if any).

** 90.A.1.*

S.S. Shl. 12:3. 85.

1.91

S.S. Lon. No. 1-90

Society's Freeboard (if assigned) as

Painted on Ship and now verified

(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 or chains 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 *Damage Repairs.*

This vessel has been examined in "Horse Ferry Dry Dock", and in consequence of damage alleged to have been caused by grounding on "Wilton Bank" in the River Humber on February 3rd 1892, has now undergone the following repairs - six butts in E strake and six butts in F strake on the Port side, six butts in E strake and six butts in F strake on the Starb^d side, unrivelled and fitted with outside butt straps; several butts of the bottom plating cleaned out re-caulked and cemented, and a number of started rivets renewed in the bottom, the cement in the ballast tanks and a ridge pockets renewed where disturbed or cut out to effect repairs; the rudder head (found twisted) has been renewed from the top of the frame upwards, and the pintles and

SUMMARY OF DAMAGE REPAIRS: - Plates, Faird or Repaired: - Frames, ditto. - Plates, Renewed: - Frames, ditto. Other Repairs *24 outside butt straps fitted*

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Parti</i>	Copper, or Y.M.	<i>✓</i>	Hatches	<i>Good</i>
Waterways	<i>"</i>	Timbers of Frame at the openings	<i>seen</i>	(State if on felt.)	<i>✓</i>	Boats	<i>"</i>
Coamings	<i>"</i>	Ditto ditto at other places	<i>✓</i>	When put on, Month	<i>Good</i>	Masts, Yards, &c.	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Keelsons	<i>good</i>	Rudder	<i>"</i>	Condition, how ascertained	<i>Alot</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Clamps, Shells & Stringers	<i>✓</i>	Windlass & Capstan	<i>"</i>	Sails	<i>Good</i>
Plating	<i>"</i>	Salting	<i>Good</i>	Pumps	<i>"</i>	Anchors No. of	<i>3 B. 15. 2 1/2</i>
Planking	<i>"</i>	Ceiling	<i>Good</i>	Engine Room Skylights	<i>"</i>	Cables, length	<i>Stated complete</i>
Transoms or Rivets	<i>Parti seen</i>	Cement or Asphalt	<i>"</i>	Coal Bunker, Open'gs, Lids, &c.	<i>"</i>	(State if now ranged	<i>No</i>
Breasthooks & Stemson	<i>good</i>	Tanks	<i>Not tested</i>	Scuppers	<i>"</i>	Hawsers & Warps	<i>Good</i>
		(State if now tested.)	<i>Good</i>	Cargo & Main H'tch'ys	<i>"</i>	Standing & Running Rigging	<i>"</i>
		Caulking of Bot'm, D'k, & Wat'r'ys	<i>Good</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, 9.91," or "to remain as classed and to have record of survey, 9.91, and the notations of ss No. 1-91 and ptND91, &c."

The vessel is in good and efficient condition and eligible in our opinion to remain as classed and to have record of survey *4.92.*

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	:	:	<i>20/3 1892</i>
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	<i>4</i>	<i>4</i>	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>30/3 1892</i>
Second Surveyor's Fee (if any)	£	:	:	<i>J.W.</i>

*Is Certificate now required?

Committee's Minute

Character assigned

FRI 22 APR 1892

90A1

P.T. Johnson
Robert Cooper

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



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LON696 0029

52919 *Ln*

Traces repaired as required, the rudder plates renewed,
and the vessel's bottom cleaned and re-coated.

It was also found that the vessel had lost one
lower Anchor and 15 fathoms of Chain Cable these
have now been replaced as follows. —

Anchor, weight, $18 \cdot 2 \cdot 7$ Test $19 \cdot 10 \cdot 3 \cdot 21$ $11^{\circ} 11915$. To Hook Sunderland
Equipment
Letter. 1. 1/2 Rule 16-3-0 Test 18 Tons Signed J. Hartness.

Cable, 15 fms. $1 \frac{1}{2}$, Test $55 \cdot 12 \cdot 2$, $10^{\circ} 9989$, Netherland P.H. Sept. 8th 1883.

Rule size = 1 1/2 = 51-0-0

Signed, S. S. Lewis.

R. J. Johnson
R. J. Johnson

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