

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18/5/93 When handed in at Local Office 18/5/93 Port of London

No. in Survey held at London Date, First Survey April 22<sup>nd</sup> 93 Last Survey 15<sup>th</sup> May 1893

Reg. Book. 299 on the Wood, Iron or Steel 8/8 Glenmanna Master Courtman - 91

TONNAGE: - Built at North Shields By whom Smith When 1871-1

GROSS 738 Owners Sollas & Sons Port belonging to Newcastle

UNDER DK. 650 Owners' Address (if not already recorded in Appendix to Register Book.)

NET 473 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Princes Wh Destined Voyage Baltic

WB=DB 130 ft u.E&B tons; Cell DB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 54068 Port ON

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of grounding in Goolle Reach on 1<sup>st</sup> March 1893. and again on the 8<sup>th</sup> March near the maplin sands and the 30<sup>th</sup> March near Goolle also for several collisions with Barges on March 8<sup>th</sup>, 19<sup>th</sup>, & casualty while moored on the 20<sup>th</sup> March.

Damage Repairs:—

This steamer was placed in dock, the bottom examined cleaned and coated.

The Starboard Hawse pipe and cable controller renewed. The windlass overhauled and parts renewed. 15 fathoms of 1<sup>3</sup>/<sub>8</sub> inch stud chain cable renewed. No of certificate 2146 Chester 26/11/77 tested to 51 T 34 Tons. Andrew Jack. Supt. Size of cable required by rules 1<sup>3</sup>/<sub>8</sub>"

The Steam Steering gear No 1 & 2 Steam winches overhauled & repaired P.T.O.

SUMMARY OF DAMAGE REPAIRS:— ☒ Plates, Faired or Repaired; ☐ Frames, ditto. ☐ Plates, Renewed; ☐ Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Transoms, Paintwork & Caulkings	Good	Copperwork	Good	Hatches	Good	Boats	Good
Waterways	Good	Timbers of Frame at the openings	Good	(State if on felt.)	Good	Masts, Yards, &c.	Good	Condition, how ascertained	from aloft
Coamings	Good	Ditto ditto at other places	Good	When put on, Month	Good	Sails	Good	Equipment letter	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good	Rudder	Good	Anchors, No. of	3 B, 18 2K	Cables (State if now ranged)	Yes
Low'r Dk. Beams & Fastenings	Good	Clamps, Shells & Stringers	Good	Windlass & Capstan	Good	length	240 size 1 1/2	Rule length	240 size 1 1/2
Plating	Good	Studding	Good	Pumps	Good	Rule length	240 size 1 1/2	Hawsers & Warps	Sufficient
Riveting	Good	(State if now tested.)	Good	Engine Room Skylights	Good	Standing & Running Riggings	Good		
Transverse Rivets	Good	Cement on deck	Good	Coal Bunker, Open'gs, Lids, &c.	Good				
Breasthooks & Stemson	Good	(State if now tested.)	Good	Scuppers	Good				
		Tanks	Good	Cargo & Main H'tch'w'ys	Good				
		Caulking of Bot'm, D'k, & Wat'r'w'ys	Good						

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."

This vessel now appears eligible in my opinion to remain as classed and to have the notation for 8.8 not recorded on completion of the Survey No 2, also without fresh record of survey till the examination is completed.

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, 18/5/1893

Survey Fee (per Section 28) £ : : Received by me, Edward Prosser

Special Damage or Repair Fee (if any) £ : : Surveyor to Lloyd's Register of British & Foreign Shipping.

Travelling Expenses (if chargeable) £ : : Second Surveyor's Fee (if any) £ : :

\*Is Certificate now required? ☐ Committee's Minute

Character assigned Deferred for

2 Mch 5, 93 conf of No. 2 White Own

pc. No. 2 18/5/93

19 MAY 1893

18 MAY 1893

18 MAY 1893



The starboard lower anchor repaired, a small piece welded on to flue.

The main deck caulked all fore and aft. The 2<sup>nd</sup> plate from stem on Starb bow renewed in 3<sup>rd</sup> stoke below sheer strake, the stem plate on the port bow renewed. Two plates on the upper turn of bilge on port side amidships renewed. 2 plates in the stoke hold bulkhead in the port wing renewed, <sup>also</sup> 1 plate in Engine Room Bulkhead on same side. 5 pillars removed and straightened in the main hold. one plate in end of Bunker on port side doubled. one fractured plate in Bridge side doubled. The ceiling lifted from Top of Tanks in fore and after holds, tank tops cleaned & coated, tanks cleared, cement repaired & filled with water to light water line. ceiling relaid and cables ~~re~~ ranged out for inspection.

*Cables?*  
Repairs:— The Tank end of <sup>due to wear</sup> stoke hold bulkhead <sup>by the plating</sup> doubled on Starboard side. The lower part of this bulkhead & Tank end renewed from Port side to within one plate on Starb side. Additional stiffeners introduced. The Tank Top in fore main hold repaired by 4 new plates, the plating in centre line doubled in way of main hatchway. also over side longitudinal girders on each side from fore end of main hatchway to stoke hold bulkhead, & several other minor repairs.

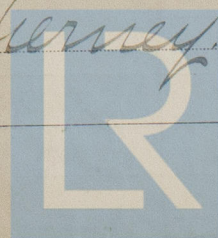
#### Part Special Survey No. 2.—

The mast spars and general equipment examined. The chain cables ranged out for inspection. The fore and after Ballast tanks examined inside and tested to light water line. <sup>for peak and</sup> The pumps, blower & watertight doors overhauled. To complete the Special Survey No. 2.

The holds require to be sealed examined & coated. The after peak, coal Bunkers, Engine & Boiler Room lumbers to clear, all oxidation to remove for examination. The fidley casing. Bridge OK, and lower part of Engine Room Bulkhead to examine. The owners advised by letter.

*Edward J. M. Tierney*

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Foundation