

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report. 24<sup>th</sup> July 1893 When handed in at Local Office 18 Port of London  
No. in Survey held at London Date, First Survey 9<sup>th</sup> June Last Survey 18<sup>th</sup> July 1893  
Reg. Book. 564 on the Wood, Iron or Steel Screw Steamer "Glenavon" (No. of Visits 15) Master  
TONNAGE:- Built at Glasgow By whom Lon & Glas. Co When 1881 YEAR MONTH  
GROSS 2986 Owners M. Gregor, Gow & Co Port belonging to Glasgow  
UNDER DEK. 2696 Owners' Address  
NET 1912 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? A Dry Dock Name of Dock West India Dry Dock Destined Voyage

WB=DBa tons; f tons; uE&B tons; CellDB 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. 53856 Port Lon  
(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.)  
CHARACTER. A for Special Survey. Date of last Survey and of Periodical Surveys. Years Assigned and now expired. Machinery and Boiler Surveys (including date of N.B., if any).  
100A.1 11,92 N.B. 3,91 L.C. 3,91  
L.L. Lon. N° 2-89  
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part special survey N° 3.

This vessel has been placed in dry dock. The bottom has been examined and found in good condition. There is however, oxidation between the light line and the load line, intended to be removed before her return from the voyage. The vessel has now been examined as per Rule, except in the engine and boiler space, cross bunker below lower deck, and N° 3 hold, or the hold fore side of boiler space, forecabin plating on the inside and in way of side lights of the poop and bridge, pumps, sluice valves & watertight doors (if any) amidships. In the remainder of the vessel including peaks, chain locker and side bunkers, all the close ceiling, ceiling on tank tops and timbers, also oxidation removed, and the tanks tested by a head of water to the height of the light water line. The cement in the bottom examined and found in good condition. It was not considered necessary to drill the plating. The decks examined. The windlass is of iron in good condition. The chain cables ranged. The masts and spars examined & wedging removed. Sluice valves attended to in the above spaces. The fore rigging has been lifted & fore stay renewed.

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

PRESENT CONDITION OF THE			
Decks	good	Transoms, Pointers, & Crutches	good
Waterways	D°	Timbers of Framg at the openings	D°
Oamings	D°	Ditto ditto at other places	D°
Up'r Dk. Beams & Fastenings	D°	Keelsons	D°
Low'r Dk. Beams & Fastenings	D°	Clamps, Shells & Stringers	D°
Plating	D°	Selling (State if examined)	D°
Blanking	D°	Ceiling	D°
Trunnels or Rivets	D°	Cement or Asphalt (State which)	D°
Breasthooks & Stemson	D°	Tanks (State if now tested) all but one	D°
		Caulking of Bot'm, D'k, & Wat'rw'ys	good
		Copper, or Y.M. (State if on Bell)	
		When put on, Month Year	
		Rudder	good
		Windlass & Capstan	D°
		Pumps	not examd
		Engine Room Skylights	good
		Coal Bunker, Open'gs, Lids, &c.	D°
		Scuppers	D°
		Cargo & Main H'tch'w'ys	D°
		Hatches	good
		Boats	D°
		Masts, Yards, &c.	D°
		Condition, how ascertained	by exam
		Sails	good
		Equipment letter	W
		Anchors, No. of	3 B. 1 S. 2 R
		Cables (State if now ranged)	yes
		" length 300 fms. size	2"
		" Rule length 300 fms. size	2 7/8
		Hawsers & Warps	good
		Standing & Running Rigging	D°

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 pIND91, &c."

This vessel, as far as examined, is in good and efficient condition, eligible in our opinion to remain as classed, without fresh record of survey; and when the remainder of the special survey N° 3, as above indicated, shall have been complied with, to be marked in the Register Book "L.L. N° 3."

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, £ 26/7/1893  
Survey Fee (per Section 28) £ 10 : 0 : 0 Received by me, 26.1.94  
Special Damage or Repair Fee (if any) £ : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
\*Is Certificate now required? : :  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute FRI 28 JUL 1893  
Character assigned Deferred for  
No. 3 + L.M.C. 7.93 completed of No. 3.  
TUES. 30 JUN 1894  
TUES. 17 JUL 1894  
FRIDAY 27 JUL 1894  
FRI 5 APR 1895  
Lloyd's Register Foundation  
LON699-0328



The following is required to be done to complete the S.L. N<sup>o</sup> 3 viz: oxidation to be removed outside between the light line and the load line. The engine and boiler space, the cross bunker from lower deck downwards, and N<sup>o</sup> 3 hold to be examined as per Rule and the tank in this space to be examined inside and to be tested by a head of water. The forecable plating to be examined inside, and lining to be removed in way of side lights in the poop and bridge to ascertain the condition of the plating. The pumps to be examined. Sluice valves and watertight doors (if any) to be examined amidships.

J. H. Truscott.