

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26th Jan^y 1894 When handed in at Local Office

Port of London

No. in
Reg. Book.

Survey held at London

Date, First Survey 20th Dec^r 1893 Last Survey 24th Jan^y 1894

(No. of Visits)

Master

TONNAGE:-

GROSS 2986

UNDER DK. 2696

NET 1912

Built at Glasgow

By whom Lon & Gls. Co

When 1881

MONTH

2nd

Owners Mc. Gregor, Gow & Co

Port belonging to Glasgow.

Owners' Address

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

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Green's

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.Years
assigned
now
expiredMachinery and Boiler
Surveys
(including date of N.B., if any).

100A.1.

11, 92

N.B. 3, 91

L.M.C. 3, 91

S.L. Lon. N° 2-89.

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

ft. ins.

Last Survey, No. 54579 Port Lon

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Towards completion of S.L. N° 3

According to report of survey held at London on this vessel in July/93 - the following is required to be done to complete the S.L. N° 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° 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 fore-castle 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. Plume valves and watertight doors (if any) to be examined amidships.

Since the above survey was held, the whole of the oxidation has been removed from the light line upwards, from the outside of the vessel - the outside also painted. The engine and boiler space, the cross bunker from lower deck downwards, and N° 3 hold have now been examined as per Rule viz: all the close ceiling removed and all oxidation beaten off the iron work. (P.T.O.)

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

PRESENT CONDITION OF THE

Decks	good	Transoms, Porters, & Crutches	not exam ^d	Copper, or T.M.		Hatches	good
Waterways	do	Timbers of Fram at the openings	good	(State if on T.M.)		Boats	do
Coamings	do	Ditto ditto at other places	do	When put on, Month	Year	Masts, Yards, &c.	do
Up'r Dk. Beams & Fastenings	do	Keelsons	not exam ^d	Rudder	good	Condition, how ascertained	from deck
Low'r Dk. Beams & Fastenings	do	Clamps, Shells & Stringers	good	Windlass & Capstan	do	Sails	not exam ^d
Plating	do	Siding	(State if examined)	Pumps	do	Equipment letter	w
Planking	do	Ceiling	do	Engine Room Skylights	do	Anchors, No. of	not exam ^d
Rivets	do	Cement or Asphalt	(State which)	Coal Bunker, Open'gs, Lids, &c.	do	Cables (State if now ranged)	yes
Breasthooks & Stemson	not exam ^d	Tanks	(State if now tested) one tested	Scuppers	do	" length 300 fms size 2"	
		Caulking of Bot'm, D'k, & Wat'rw'ys	good	Cargo & Main H'tch'w'ys	do	" Rule length 270 fms size 2 1/2"	
						Hawsers & Warps	good
						Standing & Running Rigging	do

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 is in good and efficient condition, eligible in my opinion to remain as classed without fresh record of survey, and when the inside of N° 3 tank shall have been examined, to be marked "S.L. N° 3" in the Register Book.

Office Fee (if chargeable) per scale II., Sec 27	£	Fees applied for,	
Survey Fee (per Section 28)	£	18	
Special Damage or Repair Fee (if any)	£	Received by me,	
Travelling Expenses (if chargeable)	£	18	
Second Surveyor's Fee (if any)	£		

*Is Certificate now required?

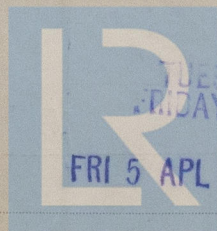
Committee's Minute

Character assigned

TUES. 30 JAN 1894

Deferred for
White Owns completion of No. 3
22.30.1.94

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



FRI 5 APL 1894

TUES. 17 JUL 1894

WED. 27 JUL 1894

Lloyd's Register
Foundation

LON701-0116

5514. Jan.

All the ceiling removed from the tank of double bottom and the tank top cleaned and this tank tested by a head of water to the height of the light water line, after working one new plate of tank top in stoke hold and a small doubling plate on port side of this tank in N^o 3 hold — due to wear.

The whole of the lining removed from inside fore-castle plating, and the plating chipped clear of oxidation and examined and found in good condition. Lining also removed in way of side lights in poop and bridge & the plating examined and found good. The pumps, sluice valves &c. attended to.

The chain cables having been ranged have been examined and found complete and in good condition. The vessel has also been placed in dry dock. The bottom examined and found in good condition.

To complete the special survey N^o 3, the inside of N^o 3 ballast tank of the double bottom viz: the tank in engine & boiler space, cross bunkers and N^o 3 hold requires to be cleared, and cement and iron work inside of the same to be examined. — proposed by the Owners to be done on the vessel's return in about five months, which proposal may in my opinion be considered as satisfactory.

J. H. Truscott.