

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3-10-94 When handed in at Local Office 4/10/94 Port of London

No. in Reg. Book 316 Survey held at London Date, First Survey 18/9/94 Last Survey 28<sup>th</sup> Sept 1894  
on the Wood Iron or Steel S/S 'Glenmanna' Master Courtman 91

TONNAGE:— Built at N. Shields By whom Smith When 1871-1  
GROSS 738 Owners Solias Son Port belonging to Newcastle  
UNDER DE. 650  
NET 473 Owners' Address

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Nelson Dr Slip Destined Voyage Goole

WB=DB 150 f tons; f tons; uE&B tons; CellDB tons; } Particulars of Classification (which must be inserted  
FPT tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 55762 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 90A.1.</u>	<u>138</u>	<u>4/92</u>
<u>2/94</u>		<u>2/93</u>
<u>Lon No 2-94</u>		
<u>as No 3-4/85</u>		
Society's Freeboard (if assigned), as painted on Ship and now verified		<u>2 ft. 2 1/2 ins.</u>

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.

in consequence of stress of weather while on a voyage from Huderswall to Goole on the 7<sup>th</sup> to 9<sup>th</sup> of September .94 & on the 11<sup>th</sup> of Sept. striking the ground & remained fast 1/4 of an hour on Dove Bar.

The lining on front of poop bulkhead removed & bulkhead examined, & cant resecured by 6 new bolts & recaulked; the poop guard rails & stanchions, removed & fairer replaced. The front of Bridge & side houses examined the cant, refastened & caulked. The top gallant bulwark & rail on starboard side just abaft bridge renewed. also on fore side of bridge on the fore side. Several bulwark stanchions, removed repaired refitted, & margin plank made good where disturbed. & caulked. The bridge wk

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

PRESENT CONDITION OF THE	Transoms, Pointers, & Crutches	Copper, or V.M.	Hatches
Decks <u>Good</u>	<u>Good</u>	(State if on both) When put on, Month	<u>Good</u>
Waterways	Timbers of Frame at the openings		Boats
Stanchions	Ditto ditto at other places		Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons	Rudder <u>Good</u>	Condition, how ascertained <u>from DR</u>
Low'r Dk. Beams & Fastenings	Clamps, Blocks & Stringers	Windlass & Capstan	Sails <u>Good</u>
Plating	Siding (State if examined.)	Pumps	Equipment letter
Framing	Ceiling	Engine Room Skylights	Anchors, No. of <u>3 B. 18. 2 1/2</u>
Stanchions or Rivets	Cement or Asphalt (State if used.)	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged) <u>no</u>
Breasthooks & Stanchions	Tanks (State if now tested.)	Scuppers	length <u>same</u> size <u>complete</u>
	Caulking of Bot'm, D'k, & Wat'r'w'ys	Cargo & Main H'tch'w'ys	Hawsers & Warps <u>good</u>
			Standing & Running Rigging

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."

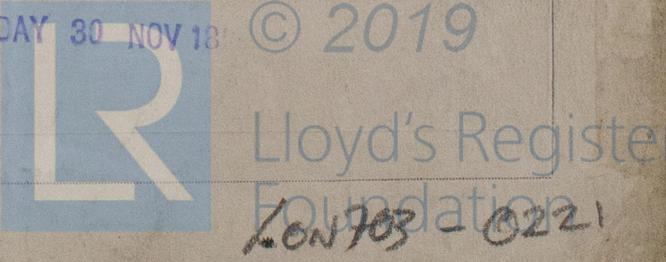
This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed, with a fresh record of Survey Lon 9/94.

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,	£
Survey Fee (per Section 29)	£		18
Special Damage or Repair Fee (if any) (per Sec. 29.)	£	Received by me,	£
Travelling Expenses (if chargeable)	£		18
Second Surveyor's Fee (if any)	£		

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

\*Is Certificate now Required? TUES. 3 OCT 1894  
Committee's Minute FRIDAY 30 NOV 1894  
Character assigned TUES. 16 OCT 1894

90A  
Note for Lon



caulked, also fore end of poop deck, the p.  
corner of pilot bridge repaired & the starboard  
port rudder chock refitted & rebolted.

The rudder lifted, pintles rebushed, the rudder  
stops re riveted, & the steering gear overhauled  
& refitted. The wash port doors repaired & an  
iron snatch block broken by cargo repaired.  
The ramp plate to break of fore-castle fixed  
& a new wood chock fitted & bolted on each  
side. The hatches overhauled & repaired  
with new boards & carlings as required.  
Several iron cleats renewed on main hatch  
& the broken cement in gutter waterway  
replaced. The wash deck pipes to sea port  
bulwark repaired.

The bottom examined cleaned, scraped &  
recoated with K. Brilliant Iron coating  
one plate on the starboard side under  
machinery space in c. strake, cut out  
& renewed, the butts of the adjacent plates  
cut back to form good butts. & fitted with  
new butt straps. All the top rivets  
removed from bottom, & tanks, cleaned out  
& cement & framing examined all fore &  
aft, the cement being repaired where requisite.  
The Kingston valve in way of new plate in  
bottom replaced also the Engine Room plate  
cemented. The ceiling in lumber lifted &  
replaced with part new.

Edward Jno Tierney.