

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 28/11/1894

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 Solas & Son Port belonging to Newcastle

UNDER DEK 650 Owners' Address

NET 473 (if not already recorded in Appendix to Register Book.)

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

WB=DE 150 tons; f tons; uE&B tons; Cell DB tons; FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted 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.

PAIRS, OR EXAMINATION AS PER RULE, FOR

Damage Repairs.

in consequence of stress of weather while on a voyage from Fudkswall to Goolie on the 7th to 9th of September .94 & on the 11th 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 & 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 planks made good where disturbed & caulked. The bridge &c

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

PRESENT CONDITION OF THE	Good	Good	Good
Decks	Good	Transoms, Pointers, & Crutches	Good
Waterways	Good	Timbers of Frame at the openings	Good
ings	Good	Ditto ditto at other places	Good
Up'r Dk. Beams & Fastenings	Good	Keelsons	Good
Low'r Dk. Beams & Fastenings	Good	Clamps, Blocks & Stringers	Good
Plating	Good	Siding (State if examined.)	Good
Planking	Good	Ceiling	Good
Ironwork or Rivets	Good	Cement or Asphalt (State if examined.)	Good
Breasthooks & Stanchions	Good	Tanks (State if now tested.)	Good
		Caulking of Bot'm, D'k, & Wat'rw'ys	Good
		Copper or V.M. (State if now tested.)	Good
		When put on, Month	Good
		Rudder	Good
		Windlass & Capstan	Good
		Pumps	Good
		Engine Room Skylights	Good
		Coal Bunker, Open'gs, Lids, &c.	Good
		Scuppers	Good
		Cargo & Main H'tchw'ys	Good
		Hatches	Good
		Boats	Good
		Masts, Yards, &c.	Good
		Condition, how ascertained	Good
		Sails	Good
		Equipment letter	Good
		Anchors, No. of	Good
		Cables (State if now ranged)	Good
		length size	Good
		Rule length size	Good
		Hawsers & Warps	Good
		Standing & Running Rigging	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 ptd 91, &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,	18.
Survey Fee (per Section 29)	£	Received by me,	18.
Special Damage or Repair Fee (if any) (per Sec. 29)	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

*Is Certificate now Required? TUES. 9 OCT 1894

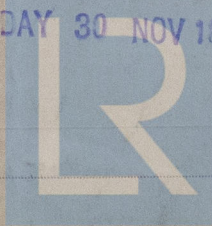
Committee's Minute TUES. 16 OCT 1894

Character assigned 90A

Note for Lon

FRIDAY 30 NOV 18

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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 rivetted, & 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 on 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 for & aft, the cement being repaired where required. The Kingston valve in way of new plate in bottom replaced also the Engine Room plate for cement &c. The ceiling in cabins lifted & replaced with part new.

Edward Jno Tierney.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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