

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report March 14 95 When handed in at Local Office March 14 95 Port of London

No. in Reg. Book. 309 Survey held at London Date, First Survey 12 Feb 95 Last Survey 27 Feb 1895
on the Wood, Iron or Steel S.S. Glenmanna Master Courtenay

TONNAGE:- Built at North Shields By whom Smith When 1871
GROSS 738 Owners Sollas & Sons. Port belonging to London
UNDER DEK. 650

NET 473 Owners' Address
Surveyed Afloat or in Dry Dock? Afloat Name of Dock Regent Canal Destined Voyage Goole
WB=DBa tons; f tons; uE&B tons; Cell DB tons; }
FPT tons; APT tons; MT tons. }

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
90A1. 2/94		<u>B.S. 14/92</u> <u>Surc 5/93</u>
<u>S.S. Lon no 2-94</u> <u>S.S. She 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>

Last Survey, No. 56075 Port Lon

(Periodical Surveys, when held, must be reported in detail and serialim 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 a collision with the fish carrier S.S. Eastwood
in the Lower Hope and the S.S. River Lagan off Regents Canal
Dock on Saturday February 9th 1895 whilst on a voyage
from Goole to London.

This steamer was seen afloat in Regent Canal Dock, on the
port bow nos or stem plate in upper course of fore-castle berthing
renewed nos plate had its fore end faired in place. In the
lower strake of fore-castle berthing nos plate renewed and nos
plate faired in place. In the sheer strake nos plate renewed
nos faired in place. In first strake below sheer nos plate renewed
nos faired in place at fore end. In second strake below sheer
nos faired in place in several places. about 30 feet of half round
iron mouldings renewed Five frames repaired nos. upper part.

SUMMARY OF DAMAGE REPAIRS:—8 Plates, Faired or Repaired; 8 Frames, ditto. 7 Plates, Renewed; Frames, ditto. Other Repairs Plate stringer plate renewed
port bulwark repaired

PRESENT CONDITION OF THE	Doubling Plates under Sounding Pipes	not seen	Copper or P.M.	Hatches
Decks <u>Good</u>	Transoms, Floors & Ceilings <u>Good</u>	(State if on Deck)	When put on, Month Year	<u>Good</u>
Waterways	Timbers of Frame at the openings			Boats
Coamings	Ditto ditto at other places		Rudder <u>Good</u>	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Keelsons		Windlass & Capstan	Condition, how ascertained <u>from deck</u>
Low'r Dk. Beams & Fastenings	Chains, Spallot Strangers		Pumps	Sails <u>good</u>
Plating	Stairs (State if examined.)		Engine Room Skylights	Equipment letter
Plating	Ceiling		Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of <u>3 B-18-2K</u>
Plating	Cement or Asphalt (State if tested.)		Scuppers	Cables (State if now ranged) <u>no</u>
Plating	Tanks <u>no</u>		Cargo & Main H'tch'ys	" length size <u>stated complete</u>
Plating	Caulking of Bot'm, D'k, & Wat'r'ys			" rule length size <u>complete</u>
Plating				Hawsers & Warps <u>good</u>
Plating				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 pEND91, &c."

This steamer now appears to be in good condition, eligible
in my opinion to remain as classed subject however
to the vessel being submitted for inspection in a dry dock
at the earliest opportunity. I suggest that record of survey be
made in the Register Book.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 18
Survey Fee (per Section 25) £ : : Received by me, 18
Special Damage or Repair Fee (if any) (per Sec. 25.) £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? Yes

Committee's Minute
Character assigned 90A1
subject to Dry 95

S. S. Glenmauna

partly renewed, lower portion set fair in place, and a bosom piece fitted over fracture. No 2 upper part renewed, lower portion faired in place, No 3 frame faired in place, a new reverse fitted for a length of 6 feet, and a bosom piece over fracture No 4 & 5 frames heated and faired in place.

on the starboard bow:- In upper course of fore-castle berthing No 1 plate renewed, No 2 plate faired in place. In lower strike of fore berthing No 1 plate renewed, In sheer strike, No 1 plate renewed, No 2 plate faired in place. In strike below sheer No 1 plate faired in place on upper edge. About 22 feet of half round iron mouldings renewed. Three frames repaired No 1 frame being partly renewed & the lower part faired in place No 2 & 3 faired in place. No 3 repaired with a bosom cover over fracture.

The upper part of the stem renewed for a length of 10' 3" and the old stem in way of scarp faired in place. The house pipes removed and refitted with new wood chocks. The wood waterway each side removed & renewed for a length of 5 feet.

The main deck caulked across for a distance of 12 feet from stem about 17 strikes of fore-castle deck planking renewed abt 250 ft and deck caulked. Two anchor fish davits, one on each side removed & replaced Deck casting to ditto on port side refitted also sockets to receive heels of these davits. Two lengths of waterway renewed and the hand rails & stanchions refitted as before. Two gunwale angles renewed one on each side one fore deck stringer plate renewed on port side, and one plate faired in place. one fore-castle beam renewed.

on the port side the bulwarks were repaired. 1 plate being removed faired & replaced 12 plates faired in place. Three freeing ports repaired, also five bulwark stanchions removed repaired & refitted. The cement in waterway repaired also where disturbed in fore peak.

When the vessel had discharged her cargo, the stem was examined and it was found that the stem & the adjacent plating had sustained some injury in the neighbourhood of the 10 feet water mark, which was temporarily made good for the voyage. As the vessel was urgently required the owners have agreed to place the vessel in dry dock, or upon a gridiron for inspection and repairs on her return to London.

Edward J. M. Tierney