

Date of writing Report 11.2.1922 When handed in at Local Office 11.2.1922 Port of GLASGOW.

No. in Survey held at GLASGOW Date, First Survey 4.1.22 Last Survey 3.2.1922
(No. of Visits 14)

TONNAGE:- *Built at* VEGESACK. By whom BREMER YULKAN When 1906

UNDER DE 1685-73

Surveyed Afloat & in Dry Dock: YES Tonnage: 600
 Length: 47 feet: 4E&B beam: 8 feet: 7 Particulars of Classification (which must be inserted)

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, and if there is any evidence of deterioration (if any) found in the thicknesses of the floors, framing, or other parts of the tanks.

CHARACTER, ☐ for Special Survey.
 Date of last Survey and of Periodical Surveys

Machinery and Boiler Surveys (including date of N.B., if any)

Last Report, No. 101

and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N-3, with a view to the

October 2nd 1881

Now done. examined & coated. Rudder lifted & pintles found or

placed in order. *Wm. H. Jones*,
all other articles removed

from tank top in folds & wrinkles & under cover

(including plating under sidelights. All oxidization

	Plates	Books	Sea Plates	Ark Plates	Other Items :-

PRESENT CONDITION OF THE

Decks	Good	Inner Bottom Plating	Good	Engine Room Skylights	Good	When put on, Month	Year
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Waterways	Bulkheads	Cargo Hatchways	Condition, how ascertained
	<i>Good</i>		<i>Deck & aloft</i>

Outside Plating	State which	Rudder	Caulking	ditto	Sails
Caulking of ditto				ditto	Equipment letter

Breasthooks & Crutches	Have Pumps now been examined and found effi-	Transoms, Pointers & Crutches ditto	Cables (State if now ranged)
Timbers	Yes	Timbers of Frame & Crutches ditto	length 240 ft. Size 1 1/2

Reverse Frames	✓	efficient?	✓	Stringers, Clamps & Shells	ditto	Hawser & Warps	Efficient
Floors	✓	Have Watertight Doors now been examined and found	✓	Siding	ditto	Caulking & Running Riggings	Good

General Observations, Opinion as to Class, Recommendation, &c.—

I believe in my opinion to be

class 100 A1 in the Register Book, with record of survey in ...

be the supply of a stream anchor of requisite weight.

Special Damage or Repair Fee (if any) *See 1st* Received by me, *James H. Clark*

Second Surveyor's Fee (if any) £

Lloyd's Bank

S. S. No. 3 - 2, 22. L.M.C. 222.

WEB-F

WEB-F

WEB-F

BRACE

BULK

W.T.BU

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FLAT PL

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State and

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Bottom

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THICKNESS

CLEARANCE

Do. or

DBLG. of

ABOVE S

Length and

POOF SIDE

SHORT BAR

FORECASTLE

Upper D

Stringer

Second D

Stringer

FRAMES

REVERSE

Lower M

Downspit

Rigging

Sails.

Continued

Now Done

"GARTLAND"

plating/ frames, stringers, floor plates, beams bulkheads etc. steelwork examined & with the exception of parts repaired as stated below found in good condition & coated.

The shell deck & tank top plating was drilled as detailed below. The double bottom & peak tanks were tested by water pressure & thereafter examined internally, sealed, coated & all broken cement renewed. Tank top & timbers tarred & cement dusted & ceiling relaid. Anchors & cables removed to proving house & retested as detailed below, chain locker repaired & cables replaced.

Masts, spars, rigging & general equipment examined: mast wedges removed & masts chipped & coated in way of same; wedges & covers renewed.

Hatches & fastenings examined in position at the hatchways & made good where necessary. Ventilators examined & found or placed in order.

The steam steering engine & its connections rods, chains, blocks, rudder quadrant, steering gear, windlass, hand pumps, W.T. Doors & Air & sounding pipes examined & placed in good order. Doubling plates found or fitted under sounding pipes.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT OF STOCK			TWT. PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 50 or 51.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owm.	qrs.	lbs.	Owm.	qrs.	lbs.	Owm.	qrs.	lbs.			
6258	1st Bower	37	2	15	34	4	1	14			Borgers		Glasgow 31.1.22
6256	2nd "	36	3	4	33	11	3	14			Stockless		" " "
6257	3rd "	36	1	14	33	7	0	21			"		" " "
	Collector Weight	110	3	10				101	0	0			" " "
	Stream							9	1	0			" " "
6259	Kedge	4	3	16	1	0	7	7	5	0	Ordinary		" " "

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 50 or 51.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Yield.	Breaking.	Supplied.	Per Table 50 or 51.	Length.	Diam.			
72468	30	1 3/4	55 1/2	77 1/2	46-1-18				Steel	Hilling	Kithurst 26.1.22
3743	45	"	"	"	67-0-7				"	"	Glasgow 26.1.22
3744	30	1 1/8	51 1/2	71 1/2	40-2-17				"	"	" " "
3745	60	1 5/8	47 1/2	66 1/2	80-2-3				"	"	" " "
3746	75	1 1/2	45 1/2	63 1/2	96-3-4				"	"	" " "
	240	1 1/2			331-1-21	370-1-22	240	1 1/2			" " "

With the exception of cable corresponding to Certificate 72468 the above lengths of cable have all been previously used on this vessel, the same remains holding good also for the anchors.

The Owners have been informed that when any of this cable reaches 1 3/16 diam. it is to be renewed.

Rpt. Ga.

Port of

GLASGOW

Continuation of Report No. 41721 dated 11. 2. 1922 on the

"GARTLAND"

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Now Done.

Wear & Tear.

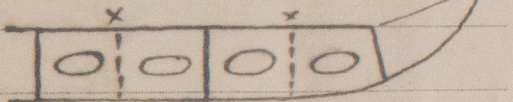
Fore Peak.

- (1) An additional panelling beam fitted, taking bottom of chain locker & connected to frames & side stringers by brackets.
- (2) Additional stiffeners (2@7"BA) fitted on fore side chain locker bulkhead - chain locker being recessed into peak tank.
- (3) All bulkhead stiffeners now bracketed at top to deck or chain locker bottom. Brackets 36" deep. Fore peak tank thereafter tested by water pressure.

D.B. Tanks.

In way of the dry tank under boilers on the starboard side, 7 floors & 7 intercostals found buckled or fractured & now renewed or cropped & part renewed.

* Additional vertical stiffeners 3 1/2 x 3 1/2 x 80 were thereafter fitted on all the dry tank floors between the lightning holes.



All double bottom tanks were tested & found in order.

Bunkers.

In way of the buckled dry tank floors, above (lower) referred to, 6 frames were found to have been fractured above the top of the tail plate & repaired by electric welding.

This welding was found not to be satisfactory & back bars were fitted to the frames, over the welding.

One web frame in way of above damage was found buckled in vicinity of bilge & now cropped & lower portion renewed.

Several bunker bulkhead plates & stays renewed.

Bunkers

Saddle back renewed with stiffeners on same (Upper) 2 landing beam (P) & 2 (S) where passing through coaling hatchway cut out & renewed & all beams fitted with cope protectors, where exposed in way of coaling hatchways. 2 deck plates (Upper) renewed on port side in upper bunkers & coaling hatchways fitted with angle coverings.

After Peak.

Brackets fitted at heads of all stiffeners 36" deep. Loose rivets in floor plates cut out & renewed. Tank tested by water & found in order.

Con 9,10

Now Done."GARTLAND"page 4.Wear & Tear.

Decks. Wood decks on Bridge, Forecastle & Poop recaulked
Bridge. Wood deck amidships, coating hatchways,
 & tie-plates on beams in way of same renewed.

Marconi operator's cabin on port side cut out
 & a new cabin built for their accommodation in saloon.
 Deck plating forming galley floor renewed.

Upper. In way of well aft, the strake of deck
 plating alongside the stringer was entirely renewed
 (about 8 plates in all)

Lower. 2 deck plates renewed in port upper bunkers

Rigging. Entirely renewed on both fore & main masts

Ventilators. Overhauled & placed in good order.

Windlass & Steering Engine. Opened up, repaired & placed
 in good order. New brake bands fitted on windlass.

Steering Chains etc. Chains annealed, rods examined &
 one length renewed. Quarter block pins examined.

Suctions. Overhauled & placed in order, nose boxes renewed
 One 3½" independent bite connection fitted in
 engine room.

Sounding & Air Pipes. Part renewed, remainder overhauled.

Hold Ceiling. About 50% renewed.

Sparring. About 25% renewed.

Keelboard. Verified & found in order - (3-7.)

Results of Test Borings.

Shell	Fore	Q	Aft.		Upper Deck Stringer	Fore = .44	Q = .44	Aft = .44
Keel	.75	.75	.75		" " Elsewhere	.31-.38	.31-.38	.31-.38
'A'	.50	.50	.50		Lower Deck Stringer	.44	—	.44
'B'	.45	.45	.44		" " Elsewhere	.25-.31	—	.25-.31
'C'	"	"	"		Tank Top Centre	.45-.50 Throughout		
'D'	"	"	"		" " Elsewhere	.44 Throughout		
'E'	.48	.50	.48		Tank Margin	.38-.44 Throughout		
'F'	.44	.45	.44					
'G'	"	"	"					
'H'	"	"	"					
'J'	"	"	"					
Sheer 'K'	.65	.68	.65					



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W1121-0230/4

"GARTLAND"

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Classification Requirements.How Done.

Doubling plates fitted at Bridge ends on strake above sheer strake, it being found impracticable to fit same on sheerstrake. The bulwark clear of bridge was reinforced by built stays in way of these doublings.

Doubling forward $21'-0" \times \frac{5}{8}"$

" aft $12'-6" \times \frac{1}{2}"$

Bulkheads All bulkhead stiffeners throughout the vessel were now fitted with brackets at their tops 36" deep.

Panking Arrangements. An additional panking beam was introduced in the fore peak & web frame was fitted on frame 11A, 24" deep $\times \frac{1}{2}"$ with face angles 6x3x5 BA & fitted with a 6x6 gusset angle to tank top. The side stringers were connected to the peak bulkhead with brackets on each side of bulkhead to each stringer.

Bridge Front. The bridge front stiffeners were fitted with reverse bars

Bridge Space Additional pillars were introduced forming a 3 row arrangement in conjunction with Louces over.

Bulwarks. The rails were connected by brackets to the Bridge, Forecastle & Poop bulkheads.

Equipment On board.

J. S. Wire	1 @ 120 fms	$3\frac{3}{4}"$
" " "	1 " 120 "	$3\frac{1}{2}"$
" " "	1 @ 90 "	$3\frac{1}{2}"$
Manilla	1 @ 90 "	9"
"	1 @ 90 "	8"
"	2 @ 90 "	7"
"	2 @ 90 "	6"

To complete equipment one stream anchor of $9\frac{1}{2}$ cwt is required & this is on order.

J. B. Bieck

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