

Date of writing Report.

TONNAGE:—
GROSS 3487
UNDER DK. 3174
NET 2224

Destined Voyage

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		

* 100 A1 changed with fibboard 9.13	* LMC 4.09 TS 6.13
---	-----------------------

Society's Freeboard (if assigned) as
painted on Ship and now verified } 7 ft. 3½ in.

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 Report, No. 3999 Port *Chm*

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 or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. M 18.10.12

On 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 why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR alterations to No. 2 hatchway and in Machinery space in consequence of the removal of the main Engines & boilers and now replaced with Diesel Oil Engines.

Now done. Alterations

The No 2 hatchway to the awning & main decks have now been increased in length to 30 feet & 40 ft respectively. The strake of deck plating alongside of the hatchway on port & starboard sides at each deck doubled, the girders at the underside of the awning deck lengthened at the after end of the hatchway to the tween deck pillar.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed									
Removed and Fair'd or Repaired									
Fair'd or Repaired in place									
PRESENT CONDITION OF THE		Stringers	<i>Good</i>						
Decks	<i>Good</i>	Inner Bottom Plating	"						
Talking of Decks	"	State if Tanks have been examined inside	<i>Yes</i>						
Waterways	"	State if Tanks now tested	<i>Yes</i>						
Camings	"	Bulkheads	<i>Good</i>						
Nails & Fastenings	"	Ceiling	"						
Outside Plating	"	Cement or Asphalt	<i>Sufficient</i>						
Talking of ditto	"	(State which.)	<i>Good</i>						
Rudders	"	Rudder	<i>Good</i>						
Steering gear	"	Steering gear and its connections	"						
Windlass	"	Windlass	"						
Have Pumps now been examined and found efficient?	<i>Yes</i>	Have Pumps now been examined and found efficient?	<i>Yes</i>						
Have Sluice Valves now been examined and found efficient?	<i>No</i>	Have Sluice Valves now been examined and found efficient?	<i>No</i>						
Have Watertight Doors now been examined and found efficient?	<i>Yes</i>	Have Watertight Doors now been examined and found efficient?	<i>Yes</i>						
		Dblg. Plates under Sounding Pipes	<i>Good</i>						
		Engine Room Skylights	"						
		Coal Bunkers, Open'gs, Lids, &c.	"						
		Scuppers	"						
		Cargo Hatchways	"						
		Hatches	"						
		Planking of Wood Vessels							
		Caulking ditto							
		Treenails ditto							
		Breasthooks & Stemson ditto							
		Transoms, Pointers, & Crutches ditto							
		Timbers of Frame at openings ditto							
		Ditto ditto at other places ditto							
		Stringers, Clamps & Shells ditto							
		Salting ditto							
		(State if examined.)							
		Copper, or Y.M. of Wood Vessels	<i>✓</i>						
		(State if on Felt.)							
		When put on, Month	<i>Good</i>						
		Boats	<i>Good</i>						
		Masts, Yards, &c.	"						
		Condition, how ascertained	<i>from deck</i>						
		(State if wedges removed)	<i>No</i>						
		Sails	<i>Good</i>						
		Equipment letter	<i>V</i>						
		Anchors, No. of	<i>3B. 1S. 1K.</i>						
		Cables (State if now ranged)	<i>No</i>						
		" length	<i>stated</i>						
		(on board)	<i>complete</i>						
		" Rule length	<i>complete</i>						
		Hawser & Warps	<i>sufficient</i>						
		Standing & Running Rigging	<i>good</i>						

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, 1,11,” or “to remain as classed and to have record of survey, 1,11, and the notations of *ss No. 1-11 and ptND11, &c.*”

This vessel is now in a good and efficient condition and eligible in our opinion to remain as classed with fresh record of survey 12-14 and notation of alterations 1914

Key Fee (per Section 98) £ 25 : 0 : 0

Special Damage or Repair Fee (if any) £ : :

Evaluating Expenses (if chargeable) £ : :

Second Surveyor's Fee (if any) £ : :

Committee's Minute

Character Assigned

GLASGOW

22 DEC. 1914

100 R.

Awning dk. with fld.

12 14

Oct. 14

+ H E. 12 14

+ L.M.C. 12, 14

Oil Engine.

© 2019

Lloyd's Register

Foundation

W 479-0950(112)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the Ink, or to cause it to show through to the other side.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Rpt. 9a.

Port of Glasgow

Continuation of Report No. 34676 dated

3/12/14 THU. DEC. 24. 1911
on the

made watertight. The pumping arrangements to the tanks & of all the other compartments were altered now fitted to conform to the rule requirements for carrying oil in double bottoms & ballast tanks tested.

New engine seating fitted & riveted, additional intercostal side girders on each side in the engine room tank extended to the full length under the line of seating girders.

Donkey boiler also removed.

Four shell plates removed & replaced on the bottom for alterations to the inside of ballast tanks. All renewed & repaired work repainted.

The alterations have been carried out in accordance with the approved plans & Secretary's letters of the aforementioned dates.

The whole of the requirements of the SS N°1 have also been carried out at this time viz:-
The vessel placed in dry dock, the outer surface of the shell plating & rudder cleaned examined & repainted. Holds, tween decks, peaks & machinery space cleaned examined & now in good order, the lower holds & machinery space scaled & painted. All D B ballast tanks, peak tanks & oil fuel bunkers tested & examined internally & now in good order. Beilung throughout the vessel removed & relaid with part new, the tank tops & bilges cleaned examined & recoated, decks, casings, coamings, hatches in position, shifting beams & masts, spars, rigging, boats, anchors, hawsers, general equipment, windlass, steering gear examined & repairs effected as necessary & now in good condition, pumps & WT doors tested, air & sounding pipes, suction pipes & strums examined. Fuelboard verified.

Profile plan enclosed.