

FRIDAY 22 MAR 1895

(Received at London Office

18)

No.

11197

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Mar 21st 95* When handed in at Local Office *Mar 21st 95* Port of *Greenock*No. in Survey held at *Port Glasgow* Date, First Survey *5th Feb* Last Survey *13th Feb* 1895Reg. Book. *1038* on the *Wood, Iron or Steel* *Ser. Strathleven* Master *A. Cornack*TONNAGE:— Built at *Port Glasgow* By whom *Blackwood & Gordon* When *1876*GROSS *2436* Owners *Burrell & Son* Port belonging to *Glasgow*UNDER DE. *2257* Owners' AddressNET *1588* (If not already recorded in Appendix to Register Book.)Surveyed Afloat *in Dry Dock?* Name of Dock *Port Glasgow* Destined Voyage *Alexandria for Batsum.*

WB=DBa tons; f tons; uE&B tons; Cell DB tons; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

Last Survey, No. *556* *Port Shanghai*

(Periodical Surveys, when held, must be reported in detail and serially 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 after, if any. State also the dates and initials of any letters respecting this case.

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained

(1) by grounding on E Coast of Japan on 26th July 1894 while on a report

voyage from Hakodate to Yokohama. For further particulars see damage.

(2) through stress of weather from 12th to 16th Jan on voyage from New York to Liverpool.

The vessel placed in dry docks, and bottom recoated

after repairs were completed.

Repairs now effected.

(1) Plating: The following fractured, ^{shell} plates renewed.

In way of Boilers: P. side— one garboard strake and three in A strake

S. side— one garboard plate.

In way of Engines: P. side— two plates in A strake; and in way of No 2 hold—

one plate in B strake.

Plates failed replaced: Boiler Room— P. side— one in garboard strake, two in B

strake and 1 in P; S. side— one in garboard and 2 in A strake; in way of spare bunk

one plate in A strake; way of No 2 hold, one in B strake, in after hold, one in A strake.

SUMMARY OF DAMAGE REPAIRS:— 10th Plates, Paired or Repaired; 29th Frames, ditto. 8th Plates, Renewed; 16th Frames, ditto. Other Repairs: 1 floor plate renewed, 3 failed8th plates, renewed; 16th frames, ditto. Other Repairs: Small deck fittings etc.

PRESENT CONDITION OF THE

Hatches *Good*Boats *Good*Masts, Yards, &c. *Good*Condition, how ascertained *From Deck*Sails *in*Equipment letter *in*Anchors, No. of *313 18. 2H*Cables (State if now ranged) *Yes*" length *300* size *1 1/2 to 1 3/4*" Rule length *270* size *1 1/2 to 1 3/4*Hawsers & Warps *Good*Standing & Running Rigging *Good*Transoms, Pointers, & Crutches *Not seen*Framing of Frame at the openings *where*Ritto. ditto at other places *seen*Keelsons *Good*Clamps, Shells & Stringers *Good*Salting (State if examined.) *Good as far as seen*Caulking (State which.) *Good*Cement or Asphalt (State if now tested.) *Good*Tanks *Good*Caulking of Bot'm, Dk. & Wat'r'ys *Good*Copper, or T.M. (State if on Post.) *Good*When put on, Month *Good*Rudder *Good*Windlass & Capstan *Good*Pumps *Good*Engine Room Skylights *Good*Coal Bunkers, Open'gs, Lids, &c. *Good*Scuppers *Good*Cargo & Main Hatch'ys *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 vessel is now in a good and efficient

condition eligible in my opinion to remain as classed and

to have record of survey 3.95 with the notation of S.S. 313 18. 2H.

now the repairs have been effected.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, *20. 3 18 95*Survey Fee (per Section 28) £ : : Received by me, *22/3/95*Special Damage or Repair Fee (if any) (per Sec. 28.) £ *5* : *5* : -Travelling Expenses (if chargeable) £ *4* : *14* : -

Second Surveyor's Fee (if any) £ : : Surveyor to Lloyd's Register of British & Foreign Shipping.

*Is Certificate now required?

Committee's Minute *TUES. 26 MAR 1895*Character assigned *100A1 5495**No. 112**as No. 1-94*

© 2018

Lloyd's Register Foundation

Ser Sth Strathleven

Repairs (Continued)

Plating: Eight plates (11 S side 11 P) slightly unfair, now fairs in place, viz. P side - 2 garboard plates, one plate in B strake, 1 in C strake; S side - 2 garboard plates and 2 in C strake.

Floor plates. P side - one renewed at m.l. for about 8 ft. 3 in. fairs in place.

Frames: In way of Boiler room - Ten frames on P side and five on S side renewed from m.l. to bilge in lengths of about 14 ft 11 ft alternately; one short length renewed; and 2 frames on P side and 6 on S side fairs in place after cutting out the frame rivets. In way of No 2 hold, spare bunker engine room - 21 frames fairs and fairs. Some started frame rivets and the laps to side intercostal keelson in engine room renewed. Twelve m.l. heel pieces to new frames renewed and 3 fairs and perished, and the angle laps or chocks to the side and bilge keelsons renewed in way of the fairs and renewed plating. Cement in way of damaged plating renewed, and all work disturbed to effect the foregoing repairs, as boiler room platform, spar and close ceiling, replaced or made good where damaged.

(2) Damage through stress of weather.

Forecastle winghouse, bulkheads of bridge front and alleyway on P side repaired, wood cover to steam pipe and iron plate covers to steam pipes renewed where broken; four lengths of water service pipe repaired and connections made good; port lifeboat repaired and steering gear overhauled; door to No 2 gangway and one bulwark plate set fair, 8 ft of rail angle & wood strongback renewed, 2 bulwark stanchions riveted, and other small repairs effected.

S. A. H. Ash.