

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

MONDAY 29 JUNE 1885

No. 4014

No. in Reg. Book. 862 Survey held at Glasgow Date, First Survey 8<sup>th</sup> June Last Survey 18<sup>th</sup> June 1885  
 (No. of Visits)

on the Iron S.S. "Blair Stuart" Master Lowe  
 TONNAGE:— Built at Dumbarton By whom W. Millan & Son When 1879  
 NET 1355 Owners Baynes Irvine & Co. Port belonging to Glasgow  
 GROSS 2094  
 UNDER DEK. 1972 Owners' Address Glasgow  
 (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock Name of Dock Henderson's dry dock Destined Voyage Capetown

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 11 Port C. In Classed 100A.1.  
 Society's Freeboard (if assigned) in salt water 5 ft. 3 ins.  
 in fresh water 4 ft. 10 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE Damage Repairs

It is stated that this vessel struck the ground off Capetown on the 16<sup>th</sup> Feb. 1885, and the damage then sustained is described on the accompanying copy of a damage report made at the request of Messrs. Baynes Irvine & Co. and has been efficiently repaired as recommended therein and as follows:—

On the starboard side of the flat of the bottom, 6 plates in C strake and 2 in D strake renewed; 3 plates in C strake and 2 in D removed, heated, fixed and replaced; 7 frames under the main hatchway renewed from the middle line to the bilges with the butts well shifted and strapped; 4 side intercostal keelson plates in way of the frames renewed, also replaced with new material; 6 frames aft repaired with long basson pieces; 6 floors, slightly cracked on the upper edge, repaired with doubling reverse frames 6x3x1/2" fitted from the middle line to the side keelson; several started rivets in the bottom plating, keel and floors renewed. The bottom of the vessel cleaned and recoated, the cement made good in way of the damage repairs and the ceiling refilled and fastened as before in the main and after holds and in the deep ballast tanks.

PRESENT CONDITION OF THE		Boats	
Decks	good	Plank (Bottom) & Counter	good
Waterways		Treenails or Rivets	
Comings		Breasthooks & Stomson	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings	
Planksheers		Ditto ditto at other places	
Sheerstrakes		Keelsons	
Oppsides	Plating	Clamps & Shelves	
Keels		Ceiling	good
Engine Room Skylights	good	Rudder	
Coal Bunker, Openings, Lids, &c.	good	Windlass & Capstan	
Scuppers	good	Pumps	
Cargo & Main Hatchways	good	Cement (if Iron Ship)	
Hatches	good	Caulk'ng of Bot'm, D'k, & Watrways	
		Copper, or V.M. (State if on Fall)	
		When put on	

General Observations, Opinion as to Class, &c.:  
 This vessel is now in good and efficient condition and is eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
 Survey Fee (per Section 26) ..... £ : :  
 Damage Fee (if any) (per Sec. 28) ..... £ 4 : 4 : 0  
 (if required) See margin ..... £ : :  
 Surveying Expenses (if chargeable) ..... £ : :  
 Surveyor's Fee (if any) ..... £ : :  
 received by me, 25/6 1885

G. Stanbury  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

TUESDAY 30 JUNE 1885

Committee's Minute  
 Character assigned 100A.1  
 22/9/85  
 Lloyd's Register Foundation  
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 18, Old Street, Goswell Road, London.