

No. 11188

# REPORT of SURVEY for REPAIRS, &c.

30 DEC 91

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow  
No. in Reg. Book. 689 Survey held at Glasgow Date, First Survey 21<sup>st</sup> Dec<sup>r</sup> Last Survey 23<sup>rd</sup> Dec<sup>r</sup> 1891  
on the Iron Steamer "Glan Stuart" (No. of Visits 3) Master Leslie

## TONNAGE:-

GROSS 2094

UNDER DECK 1911

NET 1355

Built at Sunbarton

By whom A. J. Millan Son

When 1879

Owners Bayne Irvine & Co

Port belonging to Glasgow

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Govan

Destined Voyage Bombay

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

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).

+ 100A. 1

7. 91

S.S. flo. No. 3.291

N.L.M.C. 1089

+ N.B. 10.89

Last Survey, No. 107828 Port Gls

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 any part or parts 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

Painting Bottom

This vessel has been in dry dock the bottom

cleaned and coated

STATE OF DAMAGE REPAIRS: Plates, Fair or Repaired: Frames, ditto. Plates, Renewed: Frames, ditto. Other Repairs.

GENERAL CONDITION OF THE

Good

Transoms, Pointers, & Crutches.

Good

Timbers of Frame at the openings.

Good

Ditto ditto at other places.

Good

Keelsons.

Good

Clamps, Shells & Stringers.

Good

Salting.

Good

Ceiling.

Good

Cement or Asphalt.

Good

Tanks.

Good

Caulking of Bot'm, D'k, & Wat'r'w'ys.

Good

Copper, or Y.M.

(State if on Felt.)

When put on, Month Year

Rudder.

Good

Windlass & Capstan.

Good

Pumps.

Good

Engine Room Skylights.

Good

Coal Bunker, Open'gs, Lids, &c.

Good

Scuppers.

Good

Cargo & Main H'tch'w'ys.

Good

Hatches.

Good

Boats.

Good

Masts, Yards, &c.

Good

Condition, how ascertained.

from deck

Sails.

Good

Anchors No. of 38-15-2K

Cables, length.

part on board

(State if now ranged out.)

Hawsers & Warps.

Good

Standing & Running Rigging.

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 ptnd91, &c."

This vessel appears in a good and efficient condition and in my opinion eligible to remain as classed and have record of survey flo. 12-91

Office Fee (if chargeable) per Scale II., Sec. 25

£

Fees applied for,

Survey Fee (per Section 28)

£

18

Special Damage or Repair Fee (if any) (per Sec. 28)

£

Received by me,

Travelling Expenses (if chargeable)

£

18

Second Surveyor's Fee (if any)

£

Is Certificate now required?

Committee's Minute

FRI 1 JAN 1892

Character assigned

100A

Inquire re flo

FRI 8 JAN 1892

expunge record of freeboard Inquire- GLS163-0347



1188-96a

FRI 15 JAN 1892

*J.P. Notes*

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 cause it to show through to the other side.



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