

REPORT of SURVEY for REPAIRS, &c.

No. 634.

No. in Reg. Book. Survey held at *Antwerp* Date, first Survey *9. Feb.* Last Survey *18. August* 1880.
 on the *Steam S.S. "Alban Stuart"* Master *L. Beer*
 TONNAGE under Tonnage Deck *1711.*
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *2094.*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *1355*
 Built at *Glasgow* When built *1879.* YEAR. MONTH.
 Owners *Harper, Irvine & Co* Port belonging to *Glasgow*
 Residence *13, Old Church Yard - Liverpool*
 By whom built *W. H. Miller* Destined Voyage *Antw. - Glasgow*
 If Surveyed Afloat or in Dry Dock *in dry dock & afloat*

Length of Poop *13* ft. Ditto, Forecastle *36* ft. Ditto, Raised Quarter Deck *13* ft. Years assigned. Character in Register Book. *100A. & 4.39*
 Last Survey, No. *23263* Port *Glasgow* Classed

REPAIRS, OR EXAMINATION AS PER RULE *Damage repairs.*
This steamer grounded in the direct channel in the month of January last and sustained heavy damages, and after having discharged her forward cargo here she was placed in dry dock for examination.
On inspection found that the ship had notably suffered between main bulkhead, before bunker hold, and engine-room a length of about 36 spaces of frames; these parts were forced up about 6 inches; the main truss and side trusses &c. badly bent; all the inner pillars either bent or broken, beams bent & broken; Decks forced up; 25 planks broken; Bulkheads at both ends of stowchase badly doubled up; Boilers displaced, Boiler-bearers damaged, Bulwark plating torn; Rails broken &c. &c.
Repairs now done viz. After the hold was cleared; grain ceiling and ceiling in the bottom sufficiently removed, the ship properly shored & removed 120 feet of sheestake and ditto of the stake below
P.S.O.S.

Present Condition of the			
Decks <i>overhauled, good</i>	Treenails <i>Pinets</i>	<i>good</i>	Windlass and Capstan <i>good</i>
Waterways	Breasthooks and Stemson	"	Pumps
Comings	Transoms, Pointers, and Crutches	"	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	"	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	"	Condition, how ascertained
Planksheers	Keelsons	"	Sails
Sheerstrakes	Clamps and Shelves	"	Anchors No. of <i>6</i>
Topsides	Ceiling	"	Cables
Wales	Rudder	"	Hawsers and Warps
Plank (Bottom) and Counter	Copper <i>Comp.</i> When put on <i>now</i>	"	Standing & Running Rigging
	Caulking of	"	
	Bottom, Deck, & Waterways <i>good</i>	"	

Engine Room Skylights *good* Coal Bunker, Openings, Lids, &c. *good* Scuppers *good* Cargo and Main Hatchways *good* Hatches *good*
 General Observations, Opinion as to Class, &c. *This ship has been very carefully overhauled and all required repairs have been fully completed with, she is to the best of my knowledge now in every respect in very best condition, in my opinion far stronger & better than ever she was, fit to carry dry & perishable goods to and from all parts of the world and worthy to be continued as classed.*

The Amount of Entry Fee ... £ *3* : : : received by me, }
 Special ... £ *20* : : : *18/8. 1880.*
 Certificate (if required) ... £ : *5* : :
 (Travelling Expenses, if any, £)
 Committee's Minute *Tuesday, August 24th. 1880.*
 Character assigned *100* *record damage repairs*
Lloyd's M 8.80

Surveyor to Lloyd's Register of British and Foreign Shipping.

below the sheerstake on each side of the ship.

Removed 100 feet of garboard plates and the three adjoining strakes removed on each side - 430 feet (two lengths) of the keel taken out. Removed all the bent or broken pillars and lower hold beams &c. After the ship being brought into her original shape again, removed and replaced by new 25 broken plates. Straightened the two lengths of bent keel and replaced them again. Straightened the removed garboard plates and the removed plates of the three adjoining strakes and replaced them.

Replaced the removed sheerstake plating and the strake below by new plates with a doubling plate $5\frac{1}{8}$ " in size under the said strake below sheerstake, all three strakes of very best iron; and ships fully $\frac{1}{4}$ of an inch heavier in size than the former plates; as the first new plate (at each end) were increased 1. Millimeter, the second 2. Millimeter and so on.

Unriveted and riveted Main and Ridge beams about over 26 spaces of floors. Fitted two additional Web-frames in Coal-bunkers in lower hold; seven Web-frames above Coal-bunkers, Boiler and Engines-rooms in turret deck and an iron Bulkhead at the fore end of the fore end of Coal-bunkers and at the aft end of Engines-rooms; fitted an fore & aft Bulkhead in the Coal-bunkers and three Web-frames on each side under Bridge.

Skulked the whole of upper, main, fore-castle, poop, bridge deck &c. Removed many of the butt-straps & rivets in sides and bottom and replaced them by new; re-riveted bottom where required.

Renewed all or repaired the broken lower deck beams & iron pillars. Repaired rudder stops, Boats, Back-checks, rigging, painted the whole of the ship outside & inside and all other small damages of whatever nature & kind made good.

Antwerp 18th August 1880.

W. B. ...