

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report *July 13<sup>th</sup> 1895* When handed in at Local Office *July 13<sup>th</sup> 1895* Port of *Aberdeen*  
 No. in Reg. Book. *54* Survey held at *Aberdeen* Date, First Survey *April 11<sup>th</sup>* Last Survey *July 13<sup>th</sup> 1895*  
 on the *Wood, Iron Steel* *S.S. Saint-Clair* (No. of Visits *35*) Master *W. Reid*

TONNAGE: *620* Built at *Glasgow* By whom *Randolph Elder & Co* When *1868* MONTH. *7*  
 GROSS *567* Owners *of Scotland etc. & S.S. Co* Port belonging to *Aberdeen*  
 UNDER DK. *480.87* *Depth of ship now 205.6 feet*  
 NET *300* Owners' Address

Surveyed Afloat or in Dry Dock? *in* Name of Dock *Aberdeen* Destined Voyage *Coast*

WB=D Ra tons; f tons; uE&B tons; CellDB tons; } Particulars of Classification (which must be inserted  
 FPT tons; APT tons; MT tons. } precisely as in Register Book & Supplements).

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. *7629* Port *Abr*

(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 Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Applied	Machinery and Boiler Surveys (including date of N.B., if any).
* <i>9.94</i>		<i>LMQ 11.93</i>
<i>2.5.94</i>		<i>BS.9.94</i>
<i>2.5.94</i>		<i>+NB.2.85</i>
(Shanded 1.95)		
Society's Freeboard (if assigned) as painted on Ship and now verified		
		<i>1 ft. 11 1/2 ins.</i>

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage through stranding and*  
*Special Survey No 3.*

This vessel is said to have been stranded near Wick from the 30<sup>th</sup> of January last until the 13<sup>th</sup> of March. — on being raised & brought to this port, she was placed in dry dock and the following repairs done to her. — viz: —  
 on the Star<sup>rd</sup> side. — Eighty-one shell plates renewed; and six plates removed, faired and replaced. —  
 on the Port side. — Seventy-three shell plates renewed; eight plates removed, faired, and replaced; three plates faired in place, and several slight indentations in various parts of the ship drawn out in place. —  
 The bulge keels on both sides, the stern post & rudder, and the whole of the keel renewed. — Trifly butts on both sides

SUMMARY OF DAMAGE REPAIRS: — *17* Plates, Faired or Repaired; *28* Frames, ditto. *154* Plates, Renewed; *32* Frames, ditto. Other Repairs *as per report*

## PRESENT CONDITION OF THE

Decks <i>Good</i>	Transoms, Deisters, & Gratches <i>Good</i>	Copper, or Y.M. <i>✓</i>	Hatches <i>Good</i>
Waterways <i>"</i>	Timbers of Frame at the openings <i>"</i>	(State if on Fell.) <i>✓</i>	Boats <i>"</i>
Coamings <i>"</i>	Ditto ditto at other places <i>"</i>	When put on, Month <i>✓</i> Year <i>✓</i>	Masts, Yards, &c. <i>"</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Keelsons <i>"</i>	Rudder <i>Good Renewed</i>	Condition, how ascertained <i>per examination</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Clamps, Shocks & Stringers <i>"</i>	Windlass & Capstan <i>Good</i>	Sails <i>Good</i>
Plating <i>"</i>	Salting <i>✓</i>	Pumps <i>"</i>	Equipment letter <i>"</i>
Planking <i>"</i>	(State if examined.) <i>"</i>	Engine Room Skylights <i>"</i>	Anchors, No. of <i>30.15.20</i>
Treenails or Rivets <i>"</i>	Ceiling <i>"</i>	Coal Bunker, Open'gs, Lids, &c. <i>"</i>	Cables (State if now ranged) <i>Yes</i>
Breasthooks & Stemson <i>"</i>	Cement or Asphalt (State which.) <i>"</i>	Scuppers <i>"</i>	" length <i>240 fms</i> size <i>1 3/4 to 1 1/2</i>
	Tanks (State if now tested.) <i>None now</i>	Cargo & Main H'tehwys <i>"</i>	" Rule length <i>210</i> size <i>1 1/2</i>
	Caulking of Bot'm, D'k, & Wat'rwys <i>"</i>		Hawsers & Warps <i>Good</i>
			Standing & Running Rigging <i>"</i>

## General Observations, Opinion as to Class, Recommendation, &amp;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 is now in good condition eligible in our opinion to remain as classed with fresh record of 7-95 in the Reg<sup>d</sup> Book and the notation of S.S. No 3 *abr 7-95*.

Office Fee (if chargeable) per Scale II, Sec. 27	£	5	8	0
Survey Fee (per Section 28)	£	10	8	0
Special Damage or Repair Fee (if any) (per Sec. 25.)	£	5	0	0
Travelling Expenses (if chargeable) (Survey of masts & spars)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for,

July 13<sup>th</sup> 1895

Received by me,

278.95

Surveyor to Lloyd's Register of British &amp; Foreign Shipping.

\*Is Certificate now required?

Committee's Minute

Character assigned

Tues. 16<sup>th</sup> July 1895Jy 3<sup>rd</sup> W. 3. 7.95

K.D. 95. L.M.C. 7.95

Maurice Gibson

J. Thomson

Surveyor to Lloyd's Register of British &amp; Foreign Shipping.

23/4/95.

Lloyd's Register

Foundation

ABN 12-0231 (114)



S.S. "Saint-Clair"

of the ship re-riveted, short angle bars being fitted to the butt straps, two to each strap. - a few other butts on each side cleaned & cemented. -

The wood fore and aft-rubbing chocks overhauled, four indented plates on the port side amidships being faired in place, and fore frames in the way of them fitted with reverse bars. -

Fore Hold. Eight main deck beams efficiently repaired. - Three diagonal main deck tie plates on each side of the ship repaired. - one repaired in the centre of the ship. - Twenty floors repaired principally on the port side, some of these were partly renewed. Twelve frames partly renewed. - a small portion of the centre keelson renewed. - a side stringer plate on the port side of main deck repaired. Three frames on each side abreast of the fore hatch repaired. -

Engine & Boiler Space. Sixteen floors repaired or partly renewed. Seven frames & reverse bars repaired. Thirteen partly renewed. - one diagonal tie plate on the star<sup>d</sup> side and three on the port side partly renewed or repaired, a butt strap joining four diagonal tie plates renewed under the galley. -

Aft Hold. Five floors on the port side faired in place. one renewed. Seven frames & reverse bars repaired, and seven partly renewed. - all floors, frames & reverse bars on both sides abaft of No 10 frame from the fore<sup>d</sup> bulkhead in this hold re-riveted, the rivets in the same being found loose. -

General Repairs. The fore & aft bulkheads of the E & B space repaired at the bottoms, the butts in the bridge deck tumble home re-riveted on both sides. Three wood chocks renewed on each side of this tumble home. A new star<sup>d</sup> side companion ladder & platform fitted. - The freeing port lids on the main deck renewed. The forward cargo gangway doors renewed. New bulwarks & cargo gangway doors fitted on the star<sup>d</sup> side between the bridge & the poop. The engine room & stokehold doors renewed. The main deck renewed from the fore-castle to the poop & also right-aft at the stern & the whole of this deck caulked. The poop deck renewed. The wheel chains and aft steering gear overhauled. A pair of mooring bits on the poop renewed & one refastened. - The



S.S. Saint Clair

cabin skylight - & coaming and sundry fittings on the poop deck renewed. - The bridge deck caulked, the stanchions, ladders & sundry other gear on this deck & on the upper bridge renewed. Two new boats fitted. The engine room skylight - & the chart house repaired. The storm steering gear overhauled. The mast, spar, rigging & or examined. The mast & bowsprit wedges removed for that purpose. The forecabin deck caulked. Sundry fittings on the forecabin head renewed & sundry forecabin doors, skylights, cattle troughs & fittings which were lost or destroyed have been replaced - sundry cabin fittings renewed - The whole of the close & spar ceiling throughout the ship, the whole of the cabin & forecabin lining, and the whole of the cement in the bottom of the ship removed to facilitate repairs & the inside and outside of this ship, scaled, thoroughly examined & found or placed in good order. All iron & wood work throughout the ship painted or otherwise coated. - For details of the damage see the attached copy of the damage survey report. -

In addition to the above and according to the owner's wishes, the whole of the stern and the top of the poop have been removed and reconstructed, all plates of steel, main & poop deck stringer plates, poop deck beams, & poop deck, being renewed as per enclosed sketch - The floors in the after hold now covered with plating & formed a tank. As this was most difficult to examine & to keep tight, the top plates have been cut away, & this is no longer a tank. In order to compensate for loss of strength the side hulls have been extended aft - as far as possible (about 20 feet) on each side. The tunnel bottom at the after end has been raised clear of the floors & the tunnel end fitted with a water tight - iron bulkhead & top in accordance with the present requirements of the rules. A well is formed at the end aft & a steam suction & heat fitted. - A new patent manila & rope fitted on the forecabin head, new handrails & stanchions round poop. - The lower deck renewed of 3" pitch pine in the fore hold & repaired in the after hold. - The electric light - re-installed as per report. - All beams tested (for damage).

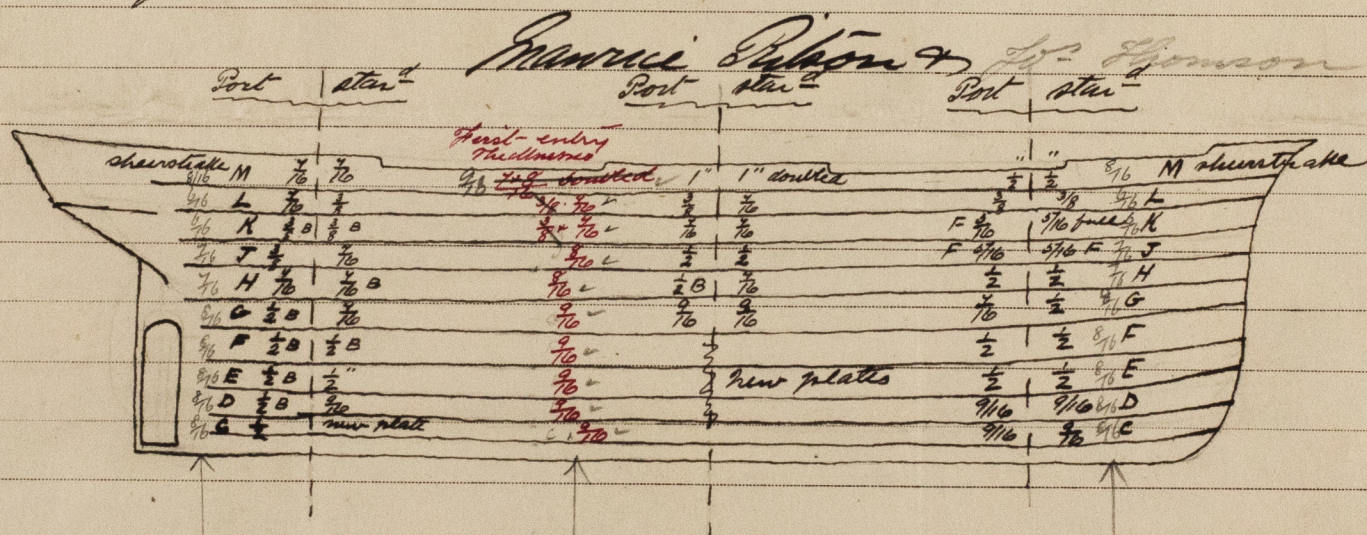


S.S. Saint-Clair

On account of wear & tear, the fore-castle deck has been renewed. — Fore Hold. — six inboard plates on the star<sup>d</sup> side, & four on the port side doubled, and one renewed. Fifteen centre ones doubled. —

Engine & Boiler space. — Eighteen inboard plates on the star<sup>d</sup> side and seventeen on the port side doubled, four renewed on this side. Six centre ones doubled. — After Hold. — six inboard plates on both sides doubled. — One renewed on the port side. — Thirteen centre ones doubled, eight renewed. —

In addition to all the above mentioned work, & in order to complete the S.S. No 3, the chain cables ranged & found to be 240 fathoms long &  $1\frac{3}{16}$  to  $1\frac{1}{2}$  in' dia. — Rule says 210 -  $1\frac{4}{16}$  The requirements of similar No 880 complied with. — The general equipment examined. — The shell plates drilled in three sections & the thickness found to be as per sketch. — This was approved of in the letter from the Sect. dated the 7<sup>th</sup> of June also one of the 6<sup>th</sup> of that month enclosing sketch. —



R.B. The report on the Electric Light will follow shortly. — Please note the alteration in the Reg. Form 20, also that the Registered Length is now 205.6 feet —

Reduction allowed at ends  
per present rule.

Original thickness per  
report.

Reduction allowed at ends  
per present rule.