

FRI 20 OCT 1893
No. 4305

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 16 Oct 1893 When handed in at Local Office 16th Oct 1893 Port of Belfast

No. in Reg. Book. 748 Survey held at Belfast Date, First Survey 23 Aug Last Survey 13 Oct 1893 (No. of Visits 13) Master R. Smith

TONNAGE:— Built at Port Glasgow By whom J. Murray & Co When 1880 6 ✓
GROSS 1132 Owners Ardambhan 88 Co Ltd Port belonging to Glasgow
UNDER DK. 923 Owners Address
NET 718 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? both Name of Dock Alexander Dry Dock Destined Voyage Ardambhan

WB=DBa 65 tons; f 94 tons; uE&B ✓ tons; CellDB ✓ tons;
FPT 28 tons; APT 30 tons; MT ✓ tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 1196 Port GL

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 and expired.	Machinery and Boiler Surveys, (including date of N.B., if any).
* 100 A1	11, 91	* LMC
8896 No 2-88		12, 92

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 9 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Completion of S.S. No 3, and Condition of Bottom due to grounding near Nantes on the 20th July last. This vessel has been seen in Dry dock. The flat of bottom was found slight set up on Port side, from a few feet abaft After 2 Room bulkhead, to about 80 ft forward of this. Only at one place did the set up reach a maximum of 3/4 inch. The displacement extended transversely over C & D staves, but was of a very slight nature & showed itself principally by a slightly wavy appearance between the frames. The cement inside was not broken excepting at one part over an area of about 2 square feet, in the tank, over a part of the shell plating which was markedly set up between the frames. The Cement has been renewed; but it was not considered necessary to do anything to the shell plating as the damage was so slight. The Bottom has been cleaned & coated, and one of the Rudder pintles rebushed.

The requirements for the completion of the S.S. No 3 as indicated on the

SUMMARY OF DAMAGE REPAIRS:— ✓ Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Boats	good	Transoms, Pointers, & Crutches	✓	Copper, or Y.M.	✓	Hatches	good
Waterways	"	Timbers of Frame at the openings	✓	(State if on Felt.)		Boats	"
Drawings	"	Ditto ditto at other places	✓	When put on, Month	✓ Year	Masts, Yards, &c.	"
For Dk. Beams & Fastenings	good where seen	Keelsons	good where seen	Rudder	good	Condition, how ascertained	from Dk
For Dk. Beams & Fastenings	"	Clamps, Shelves & Stringers	"	Windlass & Capstan	"	Sails	not seen
Painting	good	Salting	(State if examined.) not seen	Pumps	not tried	Equipment letter	"
Stinking	"	Ceiling	"	Engine Room Skylights	good	Anchors, No. of	3 B 1 S 2 h
Stems or Rivets	"	Cement or Asphalt	good where seen	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	no
Stemhooks & Stemson	not seen	(State which.) not tested		Scuppers	"	" length size	
		Tanks	(State if now tested.)	Cargo & Main Hatchways	"	" Rule length size	
		Caulking of Bot'm, D'k, & Wat'rw'ys	good			Hawsers & Warps	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."

As far as seen this vessel is now in a good & efficient condition and eligible in our opinion to remain as classed with fresh date of survey 10, 93 & that the notation for Special survey No 3 be now made

Fee (if chargeable) per Section II, Sec. 27	£	Fees applied for,	Oct 4, 1893
Survey Fee (per Section 28)	£	Received by me,	Oct 7, 1893
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 2 2 0		Oct 8
Shipping Expenses (if chargeable)	£		
And Surveyor's Fee (if any)	£		

Certificate now required?

Committee's Minute

Character assigned

N.B. 10.93

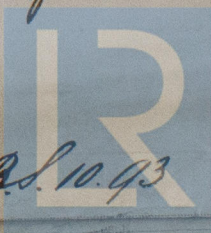
TUES. 24 OCT 1893

100 A1

S.S. No 3 12.92

+ N.B. 10.93

W. Campbell & Sons
James Curpin
Surveyor to Lloyd's Register of British & Foreign Shipping.



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Glasgow Report No. 11,964 have now been done.

The Engine & Boiler bridges have been cleaned out & examined & cement tested & found hard & adhering well to the iron.

Nine reverse frames, much wasted, under the boiler, have been renewed. Six reverse frames in the Starboard bunker & three in the Port do. have been renewed.

The side bunker bulkheads have been almost entirely renewed on account of alteration due to fitting new Boilers.

The lower angles of the centre keelson have been renewed, under the Boilers, as they were much wasted in places.

In the Bunkers, the iron work is in good condition, the shell plating showing little sign of corrosion, a few beam knee rivets have been renewed, face plate of side stringer partly riveted, & new covering plate on strong beam.

The entire plating of Main deck, under the bridge, with the exception of the stringer plates has been renewed with $7/16$ iron plates. This was considerably wasted in places but was renewed principally on account of structural alterations in the arrangement of casings & coaling hatches.

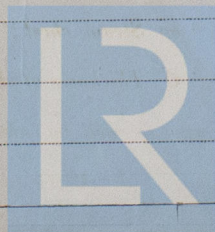
All the side frames of the Bridge were found much wasted just where they approach the cement chocks. As compensation for their weakness, bracket plates have been fitted at alternate ones, to the stringer plate.

The Machinery casings have been partly renewed.

The wood Bridge deck has been entirely renewed with 3" yellow pine.

A doubling plate has been fitted at the lower part of the boiler bulkhead where locally wasted.

Al Campbell & Sons
James Currier



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