

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

Date of writing Report 29<sup>th</sup> June 1892 When handed in at Local Office

Port of Dundee

No. in  
Reg. Book.

Survey held at Dundee

Date, First Survey 21<sup>st</sup> April 1892Last Survey June 18<sup>th</sup> 1892

Master

Doig.

YEAR.

MONTH.

When 1880

9

TONNAGE:

Built at Dundee

By whom Gourlay Bros. &amp; Co.

GROSS

1579

Owners Dundee Loch Line S.S. Co. (Lim) (A. Litch &amp; Co.)

Port belonging to Dundee

UNDER DECK

1573

NET

1027

Owners' Address

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

Surveyed Afloat or in Dry Dock? Afloat Name of Dock

Destined Voyage

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

CHARACTER.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
✱ A1*1 (in red)		
5, 91.		
2 <sup>nd</sup> sur June 5, 88		

Last Survey, No. 8606

Port

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 or Chains 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.

Society's Freeboard (if assigned) as painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Third Survey &amp; Repairs.

Main and Donkey boilers removed, together with casings, coverings & decks in way of Boiler hatch on Port-side removed: Fore peak cleared, all sparring in holds, tween decks & bunkers removed: iron work in Fore Peak, No. 1, 2, & 3 holds & Boiler space examined: The ironwork in No. 1 Hold is in a satisfactory condition: but the frames & reverse frames in the fore peak from the stern to the bulkhead above the Main deck, are wasted in some cases the fore-and-aft flanges of the reverse angles and the athwartship flanges of the frame are eaten entirely through just above the cement in the space between the continuous dintercostal angle bars to the Main deck stringer: at the after end of No. 2 Hold (i.e. forward of the Boiler room), and the Fore end of No. 3 Hold (i.e. abaft the Engine room) the frames are also wasted, the corrosive action having taken most effect immediately above the cement in the 'chocks' of the Main deck, Hold Beam & Bidge stringers, in many cases the fore-and-aft-flange of the reverse angle is eaten right through and the athwartship flange of the frame where there is no reverse bar being also eaten through: this action has also taken place just below the Main deck and Hold beam stringers: the wasting is more apparent, and more frames are affected, at the

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

PRESENT CONDITION OF THE

Decks	Transoms, Pointers, & Crutches	Copper, or Y.M. (State if on Felt.)	Hatches
Waterways	Timbers of Frame at the openings	When put on, Month Year.	Boats
Coamings	Ditto ditto at other places	Rudder	Masts, Yards, &c.
Up'r Dk. Beams & Fastenings	Clamps, Shells & Stoppers	Windlass & Capstan	Condition, how ascertained
Low'r Dk. Beams & Fastenings	Salting	Pumps	Sails
Plating	Ceiling	Engine Room Skylights	Anchors No. of
Planking	Cement or Asphalt (State which.)	Cooler, Bunker, Ovens, Lids, &c.	Cables, length size
Keenails or Rivets	Tanks (State if now tested.)	Scuppers	(State if now ranged)
Breasthooks & Stemson	Caulking of Bot'm, Dk., & Wat'rwys.	Cargo & Main H'tch'wys.	Hawsers & Warps
			Standing & Running Rigging

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 ptnd 91, &c."

In view of the condition of this vessel as stated above it is recommended that the Class should be deleted with a black line thus 6, 92

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	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)	£	:	:	14/11/92
Second Surveyor's Fee (if any)	£	:	:	
*Is Certificate now required?	£	:	:	

Committee's Minute

Character assigned

TUES. 28 JUN 1892

Deferred

Write Owners Sur 28/6/92

Deferred

Write Owners Sur 28/6/92

TUES. 5 JUL 1892

TUES. 12 JUL 1892

Lloyd's Register

Found 5/7/92



Gen. Comr. 10. 1892

Refuge class with black line A.P.D.

Gen. Comr. 8. Dec. 1892

Three dots to be inserted in lieu of black line A.P.D.

8.11.92

The classification letter 'V' should also be put at this same time.

per Secy. 8/12/92

TUES. 25 OCT 1892

3rd. No Action

Write Over at 10.10.92

DUN120-0058 (2/2)

rt of Dundee

Steel S.S. Loch Rannoch

Continuation of Report No. 5765 dated 21<sup>st</sup> June 1892 on the

at the Main deck (about 20 frames each side in N<sup>o</sup> 2 Hold) and least at the Bulge stringer (about 6 frames each side in N<sup>o</sup> 2 Hold). In the coal bunkers the iron work is very much wasted in many cases the fore-and-aft flange of the reverse frame has entirely wasted away and the frame angle nearly corroded to a knife edge; in this space also the corrosion has eaten through many frames and reverse frames just at the top of the cement in the clocks at the Main deck, hold, and bulge stringers: the face plate and angles to the hold stringer, and the bulge stringer angles, also the Main deck stringer and deck plating, and the shell plating at the same part appear to be much reduced in thickness: The cantlings generally in the parts referred to appear to be considerably reduced, but no holes have been bored, or parts separated to admit of accurate gauging. The tank top, the longitudinal plates and angles under the Boilers are being renewed to the nearest butts before & abaft the Boiler space; and the floor brackets and working angles and reverse frames at this part are also being renewed.

H. M. Jones  
Harry Clarke

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2020

Lloyd's Register Foundation