

REPORT of SURVEY for REPAIRS, &c.

No. 8660

Date of Writing Report

188

Port of Glasgow

Received in London Office,

THURS 2 AUGUST 1888

No. in Reg. Book.

Survey held at

Ayr

Date, First Survey 27th June

Last Survey 12th July

1888

(No. of Visits)

Master John Mc Donald 1886-86

YEAR.

MONTH.

TONNAGE :-

Built at Ayr

By whom Mc Knight, Mc Creadie & Co. When 1884

NET 177

Owners J Mc Laren & Co.

Port belonging to Glasgow

GROSS 341

UNDER DEK. 278

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

Surveyed Afloat on in Dry Dock On Slip Name of Dock Ayr

Destined Voyage Coasting

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. : Moulded Depth

ft.

ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

100 A 1

Last Survey, No. 8575

Port GL

GL

5, 88

State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs on account of Damage H.S. 1.

Repairs on account of Damage

Twenty four reverse frames in fore hold doubled, with 3 x 3 x 5/16 angle iron, from lower turn of bilge to lower turn of bilge. The centre keelson top angle irons and rider plate for a length of thirty four feet in fore hold renewed with angle iron 3 1/2 x 3 x 5/16 and rider plate 8 x 3/8. An additional double angle iron keelson formed of 4 x 3 x 5/16 angle iron fitted on top of floors, on each side of middle line, in line with, and connected with a bracket plate to, longitudinal engine bearer, and extending from fore end of longitudinal engine bearer to four frame spaces before fore mast. Thirteen intercostal plates on each side in boiler space and 3 on each side in after end of fore hold fitted between, and riveted to, new double angle iron keelson, and connected with angle irons to the outside plating. An additional angle iron 2 1/2 x 2 1/2 x 5/16 fitted alongside of, and riveted to, the single angle iron on top of floors, on each side of middle line, to which wash plates are attached, extending from after boiler bearer forward to 4 frame spaces before fore mast. An additional double angle iron keelson formed of 3 1/2 x 3 x 5/16 angle iron fitted on each side of middle line in after hold, extending from bulkhead at after end to fore mast.

CONDITION OF THE	Good	Bad	Good	Good	Good	Good
Planks (Bottom) & Counter						
Keelsons or Rivets						
Breasthooks & Stemson						
Transoms, Portainers, & Crutches						
Timbers of Frame at the openings						
Planks ditto at other places						
Keelsons						
Clamps & Shelves						
Room Skylights						
Coal Bunker, Openings, Lids, &c						
Scuppers						
Cargo & Main Hatchways						
Hatches						
Boats						
Masts, Yards, &c.						
Condition, how ascertained						
Sails						
Anchors No. of						
Cables						
Hawsers & Warps						
Standing & Running Rigging						

General Observations, Opinion as to Class, Recommendation, &c. :

This vessel is in good and efficient condition, eligible in my opinion to remain as classed and to be noted in the Register Book S.S. Ayr 1-1-88

Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Way Fee (per Section 28)	£	1	:	1
Special on Damage, Fee (if any) (per Sec. 28)	£	4	:	4
Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	1	:	17
Second Surveyor's Fee (if any)	£	:	:	

Fees applied for,

16/4 1888

Received by me,

19/4 1888

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

Committee's Minute

3 AUGUST 1888

Character assigned

LMC 7, 88 100A1 ss. No 1-88