

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

Date of writing Report 14<sup>th</sup> Nov. 1892 When handed in at Local Office 14<sup>th</sup> Nov. 1892 Port of Glasgow THUR. 17 NOV 1892No. in Survey held at Troon Date, First Survey 21<sup>st</sup> Oct. 6 Last Survey 10<sup>th</sup> Nov. 1892  
Book. 562 on the S.S. Turgot Master J. Remon 1892-93  
(No. of Visits)TONNAGE: Built at Sunderland By whom Short Bros. When 1893  
GROSS 1046 Owners J. & A. Kyllie Port belonging to London  
UNDER DK. 499 Owners' Address  
NET 647 (if not already recorded in Appendix to Register Book.)  
Surveyed 14<sup>th</sup> Nov. or in Dry Dock? Name of Dock Troon Destined Voyage BilbaoWB=DbA tons; f tons; uE&B tons; CellDB tons;  
FPT tons; APT tons; MT tons.

Last Survey, No. 10114 Port Gls

(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.

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.	Year Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<b>A 1</b>		<b>L.M.C. 4, 90</b>
<b>5<sup>th</sup> Survey Clg. 4, 90.</b>		<b>N.B. 5, 84</b>
Society's Freeboard (if assigned) as painted on Ship and now verified		<b>2 ft. 7 ins.</b>

REPAIRS, OR EXAMINATION AS PER RULE, FOR Sixth Survey.

The vessel placed in dry dock, and the bottom and outside, also rudder with pintles and gudgeons, examined. The holds, bunkers, and peaks cleared; the whole of the sparring and ceiling, also the lining in cabin and forecabin, removed; the whole of the ironwork cleaned and sealed; and in that state both surfaces of plating, the beam ends, frames, reverse frames, floors, keelsons, stringers, and cement, examined all fore and aft. The inside of the ballast tanks examined. The fore peak tank tested by a head of water 8 ft. above the crown of the tank; the tanks in fore and after holds tested by a head of water to the height of the light water-line, and all found satisfactory. The decks bored and their thickness ascertained, the chain cables ranged, and the masts, spars, and general equipment examined. The shell plating drilled at three vertical lines in

SUMMARY OF DAMAGE REPAIRS: 2 Plates, Fair or Repaired; 1 Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs Sundry.

PRESENT CONDITION OF THE		Hatches	
Decks	Good	Boats	Good
Waterways	"	Masts, Yards, &c.	"
Coamings	"	Condition, how ascertained	By examination
Up'r Dk. Beams & Fastenings	"	Sails	Good
Low'r Dk. Beams & Fastenings	"	Anchors No. of	3 B. 1 S. 2 K.
Plating	"	Cables, length	255 size 1 3/8
Planking	"	(State if now ranged)	How ranged
Transoms or Rivets	"	Hawseers & Warps	Good
Breasthooks & Stemson	"	Standing & Running Rigging	"
Transoms, Pontons, & Crutches	Good		
Timbers of Frame at the openings	"		
Ditto ditto at other places	"		
Keelsons	"		
Clamps, Shells & Stringers	"		
Salting	"		
Ceiling	"		
Cement or Asphalt	"		
(State which.)	"		
Tanks	Now tested		
(State if now tested.)	"		
Caulking of Bot'm, D'k, & Wat'rw'ys	"		
Copper, or Y.M.	"		
(State if on Felt.)	"		
When put on, Month	"		
Year	"		
Rudder	Good		
Windlass & Capstan	"		
Pumps	"		
Engine Room Skylights	"		
Coal Bunker, Open'gs, Lids, &c.	"		
Scuppers	"		
Cargo & Main H'tch'w'ys	"		

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 in good and efficient condition eligible in my opinion to remain as classed and to have record of survey, Troon 11, 92, and the notation of Sixth Survey Troon 11, 92.

Office Fee (if chargeable) per Scale II., Sec. 27	£	10	Fees applied for,
Survey Fee (per Section 28)	£	10	11/11/1892
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	2	Received by me,
Travelling Expenses (if chargeable)	£	2	16/11/92
Second Surveyor's Fee (if any)	£	10	

\*Is Certificate now required?

Committee's Minute

TUES. 22 NOV 1892

Character assigned

A, 1

6<sup>th</sup> Survey 11, 92

Record F.P.T.

Rpt to G.R.K. 28-1-93

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Lloyd's Register Foundation

GLS166-0232(113)



S.S. Turgot

each strake, viz., forward, amidships, and aft, and the thickness found to be as follows:—

	Forward—80 ft. from amidships			Amidships.			Aft—80 ft. from amidships		
	Port	Starb <sup>d</sup>	Original	Port	Starb <sup>d</sup>	Original	Port	Starb <sup>d</sup>	Original
No. 1 Strake (harboard)	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 2 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 3 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 4 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 5 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 6 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	Double for $\frac{1}{2}$ length.			$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 7 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 8 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$
- 9 -	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$ at end	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{12}{16}$	$\frac{7}{16}$	$\frac{7}{16}$ at end
- 10 - (Prop. side)				$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{7}{16}$ at end

See accompanying midship section shewing correct number of strakes of plating in vessel.

#### Repairs on account of Deterioration.

In boiler space:— 6 floor plates and 4 boiler bearers new; 1 floor plate doubled 8 ft. on each side of centre; the tie plates on ends of boiler bearers new; double reverse frames fitted from bilge to bilge on 8 floors; the lower centre keelson angles renewed for a length of 12 ft. on each side; 2 butt- straps to centre keelson vertical plate and 8 vertical angles to centre wash plates new. One plate taken off bottom on port side to admit of new floors being got in and afterwards replaced.

In bunkers:— On port side, 12 reverse frames doubled from bilge keelson to main deck, one frame doubled from hold to main deck stringer, fore straps fitted to 5 reverse frames, the angles on 3 main deck half beams renewed, 1 bracket knee fitted to main deck beam, 4 bracket knees to hold stringer new, 2 coal bunker plates doubled and 1 stiffening angle and 3 stays new. On starboard side, 2 reverse frames doubled from hold to main deck stringer, 3 bracket knees to hold stringer new, new angles fitted to 3 main deck half beams, and 2 coal bunker stiffening angles and 6 stays new.

In fore peak:— New breasthook fitted between main and fore-castle decks. The knees of 1 panting beam re-riveted and gusset plate fitted on each side connected to shell. In fore hold 2 reverse frames on starboard side and 1 on port side partly renewed.

In main hold:— On port side, 12 additional reverse frames fitted between hold and main deck stringers, and 3 reverse frames strapped. On starboard side, 5 additional reverse frames fitted between hold and main deck stringers, fore straps fitted to 3 reverse frames, plate knees fitted to 1 main deck and 1 hold beam. The semi-bow beam at after end of main hatch re-riveted and fitted with new top plate, and