

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 June 1894 When handed in at Local Office 18 Port of Glasgow  
No. in Reg. Book 260 Survey held at Ardrassan Date, First Survey 17 April 13 Last Survey 11 June 1894  
on the Wood, Iron or Steel Scout Ste. Perth (ex Brinio) Master J. Scobie  
TONNAGE:— Built at Port Glasgow By whom Murdoch Murray When 1882 MONTH 11  
GROSS 163 Owners J. Rankine & Son Port belonging to Glasgow  
UNDER DK. 487 Owners' Address (if not already recorded in Appendix to Register Book.)  
NET 396 Surveyed Afloat in Dry Dock? Name of Dock Ardrassan Destined Voyage Rotterdam

WB=DbA 55 tons; f tons; uE&B tons; Cell DB tons; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
FPT 40 tons; APT tons; MT tons.

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

Last Survey, No. 5769 Port Ardrassan

(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.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>100A.1</u>	<u>12.91</u>	<u>L.M.C. 9.91</u>
<u>S.S. Lth 12.91</u>		<u>B.S. 1.93</u>

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 7:3 and repairs on account of damage by stranding. See Bundle damage report dated 13<sup>th</sup> February 1894.

On account of damage. Vessel placed in dry dock bottom examined found keel set up four inches in way of Boiler space and bottom plating on port and starboard sides badly holed, indented and dinged; a number of frames fractured; raised quarter deck burst upwards and five deck beams at lower and raised quarter decks broken. The temporary repairs made for the passage from Brindan to Ardrassan cut adrift and the following permanent repairs now done. — The 50 ft. length of bar keel cut out same cut and a new length of 25 feet fitted other portion fairer and replaced; rudder lifted

SUMMARY OF DAMAGE REPAIRS: 23 Plates, Fairer or Repaired; 15 Frames, ditto. 38 Plates, Renewed; 27 Frames, ditto. Other Repairs one length of keel, girders in tank, keelsons beams on R. & L. & as per report.

PRESENT CONDITION OF THE		Good		Good		Recoated		Good	
Decks	Transoms, Pointers, & Crutches	Good	Good	Copper, or Y.M.	Recoated	Hatches	Good		
Waterways	Timbers of Frame at the openings	"	"	(State if on felt.)	Year	Boats	"		
Coamings	Ditto ditto at other places	"	"	When put on, Month		Masts, Yards, &c.	"		
Up'r Dk. Beams & Fastenings	Keelsons	"	"	Rudder	Good	Condition, how ascertained	By Examination		
Low'r Dk. Beams & Fastenings	Clamps, Shells & Stringers	"	"	Windlass & Capstan	"	Sails	Good		
Plating	Salting	"	"	Pumps	"	Equipment letter	3 <sup>rd</sup> 15. 2K		
Planking	(State if examined.)	"	"	Engine Room Skylights	"	Anchors, No. of	3 <sup>rd</sup> 15. 2K		
Keelsons or Rivets	Cement or Asphalt	"	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	210 <sup>ft</sup> size 14/8		
Breasthooks & Stemson	(State which.)	"	"	Scuppers	"	" length	210 <sup>ft</sup> size 14/8		
	Tanks	"	"	Cargo & Main H'tch'wys	"	" Rule length	210 <sup>ft</sup> size 14/8		
	(State if now tested.)	"	"			Hawsers & Warps	Good		
	Caulking of Bot'm, D'k, & Wat'rwys	"	"			Standing & Running Rigging	"		

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 ptND91, &c."  
This vessel is now in good and efficient condition eligible in our opinion to remain as classed and to have record of survey 6.94. and the notations of L.S. Ardr 7:3 - 94.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	5	15	14/6 18.94
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	4	4	15/6 18.94
Second Surveyor's Fee (if any)	£	:	5	

\*Is Certificate now required? \_\_\_\_\_  
Committee's Minute \_\_\_\_\_  
Character assigned 100A.1  
+ L.M.C. 6.94  
ss. No. 3-6.94

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



Port of *Glasgow* Continuation of Report No. 13023 dated 14<sup>th</sup> June 1894 on the

*Iron Screw Steamer "St. Perth" (ex Binnio).*

pinbles rebushed; steering gear overhauled and steering wheel renewed. Shell plates on Port side in A strake numbers 7. 8. 9. 10. 11 renewed and plate 12 faired; in B strake nos 6. 7. 8. 9. 10 and 11 renewed; in C strake plate 3 taken off faired and refitted, plates 4. 8. 9. 10. 11 and 12 in this strake renewed; in D strake 3. 10 and 11 plates renewed and plate number 8 faired and replaced; in E strake plates 3. 4. 10 and 11 renewed plate number 9 faired in place; in F strake plate 4 renewed and number 1 faired; in G strake plates 1. 2. 3. 4 and 5 faired; one plate in H strake faired; plate number 10 in K strake at after end of bridge renewed and one plate in L strake faired in place. On the Starboard side in A strake plates 8. 9. 10 and 11 renewed; in B strake plates 8 and 9 furnaceed and refitted, numbers 10 and 11 renewed, plate 12 faired in position; in C strake plates 8 and 9 renewed; in D strake plates 8 and 9 renewed and number 10 faired; in E strake plates 8 and 9 renewed and numbers 10 and 11 faired in place; in G strake plate 1 faired and refitted and numbers 2. 3. 4 and 5 faired in position. Caulking of a number of shell butts redone on both sides. Two knee plates fitted to first frames in fore peak and riveted to tank top plating; five frames efficiently repaired with double reverse bars 7ft long on the port side and one on the Starboard side (above tank top, 9 rivets in collision bulkhead renewed and caulking of the bulkhead redone. On the port side in fore hold five frames partly renewed and ten reverse frames cut and new lengths fitted with efficient bosom pieces over butts. four frames in tween decks fitted with reverse bars, side keelson renewed for a length of 24 feet and bilge keelson angles renewed for a length of 32 feet. On Starboard side one reverse bar fitted with face strap 6ft long. 19 broken rivets in beam knees renewed, one beam knee faired; two hatch beams repaired with double angle mountings and rider plates; one angle beam at after end of hold renewed for a length of 24 feet; one beam faired in place; four hold stanchions riveted and hold ladder straightened and repaired; Cheese racks in the tween decks at fore end of hold refitted and part renewed. Wood partition bulkhead renewed on port side. Caulking of the watertight bulkhead at



Iron screw steamer "Perth" (ex Bivio) after end of hold overhauled. In the boiler space six floor plates renewed from bilge to bilge, one floor cut and renewed from bilge to aft across centre line, one floor plate fitted with double plate straps over fracture, seven frames and eight reverse (double) frames renewed with good shift of butts, centre line keelson plate and angles renewed for a length of 30 feet, other portion faired and riveted in place, side keelson faired and riveted for a length of 20 feet, one plate on screen bulkhead renewed, fifteen wash plates renewed, forward boiler beam on port side renewed, boiler refitted in position. In the engine space six intercostal plates fitted to deep floors on starboard side, two floor plates cut and part renewed, six frames cut and new lengths fitted with efficient beam straps over butts, two reverse frames renewed from bilge to centre line, one engine seat bracket plate faired and refitted, five frames cut loose faired and riveted, one fractured plate on port side of engine room bulkhead renewed, double frame angles on bulkhead partly renewed on the port side, caulking of bulkhead overhauled, bilge keelson on port side renewed for a length of 16 feet, two angle collars on bulkhead renewed. On port side six plates in bunker bulkhead and five angle stiffeners renewed, fore and aft angle at bottom of bunker bulkhead renewed, on starboard side six plates in fore and aft bunker bulkhead and the end plates of bunker renewed, fore and aft bottom angle together with four vertical stiffeners renewed. In after ballast tank, eight floor plates cut with shift of butts on either side of centre line and the port side lengths of floors renewed, eight frames renewed from centre line to margin plate with bracket knee plates and angles, nine reverse frames renewed from side to side, nine wash plates renewed, 15 feet of side girder renewed together with angles and lug pieces on floors, 28 feet of inner plate girder cut out faired and refitted, angles on same with lugs renewed, on starboard side in tank nine wash plates renewed and new angle lug pieces fitted in way of girders.



Port of *Glasgow* Continuation of Report No. 13023 dated 14<sup>th</sup> June 1894 on the

*Iron Screw Steamer "Perth" (ex Brinis)*

Two margin plates renewed; four tank top plates renewed; 30 feet of margin angle renewed; six frames renewed from margin plate to deck together with six reverse frames; two frames partly renewed; six margin plate brackets with angles renewed all on the port side; 18 feet of bilge keelson renewed; one stringer plate failed in place and angle on same repaired; five raised quarter <sup>deck</sup> beams and five lower deck beams renewed; five hold and five tween deck stanchions renewed; tie plates on beams part renewed;  $3\frac{1}{4}$ " of the Pitch Pine deck on raised quarter deck renewed; all wood decks recaulked; main mast unshipped to carry out repair replaced; Chain cables removed from lockers; Cement where broken and disturbed renewed; ballast tank suction repaired and replaced; deck pumps, sluice valves and watertight doors examined and tested; fore peak tank and after ballast tank tested by water pressure; pitch pine ceiling in holds and bunkers renewed; stockhold plates replaced; iron work fore and aft scaled, cleaned and recoated; wood bulkhead at after end of fore castle repaired; bulwarks repaired; rigging on fore and main masts overhauled; following renewed fore stay, fore topmast stay and two after shrouds on fore mast; all running gear renewed; two coils of 100 fms each,  $2\frac{1}{4}$ " steel wire ropes renewed  $9\frac{1}{2}$  tons test as per certificate; 16 hatches renewed others repaired; sails repaired; Coasting of vessel redone.

To complete the Special Survey No. 3, in addition to the above, the chain cables ranged 210 fms  $1\frac{1}{16}$ "; all wood lining in fore castle and cabins in bridge house removed and iron work scaled, bored for thickness and found satisfactory; wedges removed from fore mast; ten planks  $2\frac{1}{2}$ " P. Pine renewed on bridge each side of boiler casings; seven washed reverse bars and two beam brackets renewed in bunkers and rider plates fitted on beam mountings in coal spaces; After peak compartment examined and recoated; Freeboard Verified.

Chas Edwards

J. Ford