

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

Date of writing Report 3<sup>rd</sup> Dec 1894 When handed in at Local Office 18

Port of Glasgow

No. in  
Reg. Book.

Survey held at Ayr

Date, First Survey 14<sup>th</sup> Oct 94

(No. of Visits)

Last Survey 21<sup>st</sup> Nov 1894

Master J Bennett

YEAR.

MONTH.

1087 on the Wood, Iron or Steel

Built at Sunderland

By whom Sunderland S.S. Co. Ltd. When 1886

GROSS 493

UNDER DK. 373

NET 270

Owners London Antwerp &amp; Continental Harb. Co. Port belonging to London

Owners' Address

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

Surveyed Afloat or in Dry Dock? Ship Name of Dock Air Ship Dock Destined Voyage Coasting

WB=DBa 52 tons; f tons; uE&amp;B tons; CellDB tons; FPT 47 tons; APT tons; MT tons.

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey, Date of last Survey and of Periodical Surveys.	Assigned	Assigned
* 100 A1	5.94	* LMC
SS Lion 102-94		9.95

Last Survey, No. 57484 Port Low

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage Repairs, and Alterations.

Vessel struck Loggan Head, Beacon rocks on 12<sup>th</sup> Oct. last & damaged her bottom; this has now been made good.

On examination on Ayr slipway, found bottom set up 2" in middle of Fore Hold, tapering off about 30 feet each way.

The stem at Fore Foot twisted & cracked. Stern post cracked below lower rudder gudgeon, & slightly bent. Rudder frame bent, & upper pinth broken.

A number of shell plates cracked & broken at different parts of bottom principally forward at fore foot, & in vicinity of Boiler space, at bilges. And in way of these damaged shell plates the frames floors & reverse bars were locally bent broken & twisted.

The bottom has now been faired; to do so two lengths of keel were removed, straightened & replaced. Rivets cut out of frames, reverse do., & floors

SUMMARY OF DAMAGE REPAIRS: — 1 Plates, Faired or Repaired; 18 Frames, ditto. 26 Plates, Renewed; — Frames, ditto. Other Repairs. As detailed above

## PRESENT CONDITION OF THE

Decks	good	Transoms, Pointers, & Crutches	not run	Copper, or Y.M.	✓	Hatches	good
Waterways	"	Timbers of Frame at the openings	"	(State if on Felt.)	"	Boats	"
Coamings	"	Ditto ditto at other places	"	When put on, Month	✓ Year	Masts, Yards, &c.	"
Up'r Dk. Beams & Fastenings	"	Keelsons	good	Rudder	good	Condition, how ascertained	from deck
Low'r Dk. Beams & Fastenings	"	Clamps, Girds & Stringers	"	Windlass & Capstan	"	Sails	not run
Plating	"	Sealing (State if examined.)	"	Pumps	not tried	Equipment letter	9.94
Planking	"	Ceiling	"	Engine Room Skylights	good	Anchors, No. of	3 B 15 1 K
Rivets or Rivets	"	Cement or Asphalt (State which.)	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (State if now ranged)	no
Breasthooks & Stemson	"	Tanks (State if now tested.)	yes	Scuppers	"	" length	size
		Caulking of Bot'm, D'k, & Wat'r'ys	"	Cargo & Main H'tow'ys	"	" Rule length	size
						Hawsers & Warps	good
						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 ptND91, &c."

This vessel now appears to be in a good & efficient condition, & is eligible, in my opinion, to remain as classed, with fresh date of survey 11.94. The damage in the Register book to be amended as above.

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any) (per Sec. 25.)

Travelling Expenses (if chargeable)

Land Surveyor's Fee (if any)

Certificate now required?

Fees applied for,

11/12 18.94

Received by me,

11.12 18.94

5/12 18.94

12.12 18.94

A Campbell Holmes

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

Committee's Minute

Character assigned

FRIDAY 7 DEC 1894

BS 11.94

100 A1

11.94

GLS171-0066 (1/2)



"Azalea" also centre & side Keelsons, and parts all lowered down fair & in line. To stiffen, & hold the bottom when down, a double angle, intercostal, side Keelson, has been fitted in fore hold & portion of C<sup>2</sup> Keelson, damaged in cutting out rivets, has been renewed. Seven reverse frames have been doubled from bilge to bilge, in way of greatest set up.

The stem & the rudder have been entirely renewed, and the stern frame has been repaired with new sole piece & rudder post. The report on the forgings is attached.

The following damaged shell plates have been renewed seven forward on Star<sup>d</sup> side, & five do on Port. Eight amidships on Star<sup>d</sup> side and six do on Port. 26 shell plates in all renewed. One plate locally indented has been faired in place.

The following Frame angles, Flors, & Rev frames have been locally renewed:— Star<sup>d</sup> side, 12 frame angles. Port, 4 do.. 10 flor plates Star<sup>d</sup> side & one & a tank bracket on Port side. 5 Rev frames Star<sup>d</sup> side & two or three frame angles faired in place & doubled.

The vessel ran against the beacon & damaged 3 frames in forecath & a side plate. Plate renewed & frames repaired. The caulking of forecath deck, spring on Star<sup>d</sup> side, by the collision, has been set up.

Two hold pillars bent & broken have been repaired steam winch at forward hatch lifted & deck under, which was laking, has been recaulked.

One or two minor deck fittings repaired.

The peak tank & double bottom aft have been tested.

Alterations The bunker bulkhead at side of engine room has been removed the space not being required for coal.

The vessel has been remeasured for tonnage which is now as follows:—

Tons Under deck	372.57
" Break	30.43
" Bridge	59.39
" Forecath	14.26
" Round house	2.24
" Excis Hatch	8.34
" Light & Air	5.54
" Gross	492.77
" Engine allowance	81.07
" Crew space	25.49
" Act 1889	16.50
" Register	269.71