

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15 Feb 1896 When handed in at Local Office 15 Feb 1896 Port of Glasgow
 No. in Reg. Book 40 Survey held at Paisley & Bowling Date, First Survey 20 Jan 96 Last Survey 10th Feb 1896
on the Wood, Iron or Steel of "Ralston" (No. of Visits) Master A. McKinnon

TONNAGE:— Built at Paisley By whom J. McArthur & Co When 1892 MONTH 2
 GROSS 232 Owners Paton & Hendry Port belonging to Glasgow
 UNDER DK. 180 Owners' Address as recorded
 NET 63 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Slip Name of Dock Bowling Slip Destined Voyage Coasting
 WB=CellDBorDBa X tons; uE&B Y tons; f Y tons; }
 FPT 13 tons; APT Y tons; MT Y tons. }

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.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100A1 96</u> <u>4-94</u>		<u>+ LMC1.92</u>

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 12914 Port Glo

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. 10 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 1 & Damage

Vessel surveyed afloat in the river Cart at Paisley and on a slipway at Bowling on account of damage stated to have been sustained by collision at Eastham on the 8th January 1896. Also at the same time submitted to undergo S.S. No 1. Repairs now done - a scarp cut in stem at the 4ft water mark and stem renewed from thence to head. a new butt cut in C stake about 4ft back from stem both sides and the plates renewed to butts. The bow plates on both sides D. E. F. G. H. J & K stakes renewed. Two hawse pipe doubling plates faired & replaced. Two bow chock plates & mouldings renewed, 1 stay plate between the chocks renewed & stay plate & fairleads on bow chocks refitted. 2 half round mouldings each side renewed in way of new shell plates. 1 Flanged plate at fore end of forepeak tank top partly renewed. one vertical tie plate at.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed ...	<u>16</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>as above stated</u>
Faired or Repaired ...	<u>—</u>	<u>2</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>rebushed</u>	<u>Good</u>
Waterways <u>"</u>	Ditto ditto at other places <u>"</u>	Windlass & Capstan <u>Good</u>	Boats <u>"</u>
Coamings <u>"</u>	Keelsons <u>"</u>	Pumps <u>"</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Clamps, Shells & Stringers <u>"</u>	Sluice Valves <u>"</u>	Condition, how ascertained <u>from deck</u> (State if wedges removed)
Low'r Dk. Beams & Fastenings <u>"</u>	Sealing (State if examined.) <u>"</u>	Watertight Doors <u>"</u>	Sails <u>Good</u>
Plating <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Dblg. Plates under Sounding Pipes <u>renewed</u>	Equipment letter <u>S C</u>
Planing <u>"</u>	Tanks (State if now tested.) <u>Sealed</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>2 D. 1 S. 1 K.</u>
Trenails or Rivets <u>"</u>	Caulking of Bot'm, D'k, & Wat'r'wys <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>no</u>
Breasthooks & Stemson <u>"</u>	Copper, or T.M. (State if on Deck.) <u>"</u>	Scuppers <u>"</u>	" length <u>13 1/6</u> size <u>13/16</u>
Transoms, Pointers, & Catches <u>"</u>	When put on, Month <u>Year</u>	Cargo & Main H'toh'wys <u>"</u>	" Rule length <u>135</u> size <u>13/16</u>
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

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 a good and efficient condition and eligible in my opinion to remain as classed with record of Survey Bwg. 2.96 also notation of S.S. No. 1-96

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)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	£ <u>20</u>	£	£	£	<u>12/21 18 96</u>	<u>13/21 18 96</u>

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

Committee's Minute TUES. FEB 18 1896
 Character assigned + LMC 2.96 100A1

In a Report sent now on the Machinery of the Ship
 If not, state whether, and when, one will be sent
 Form No. 2 for Repairs. 256-500-0/600. Transfer Ink.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

S/S "Ralston"

at hawsepipes renewed, 2 frames faired in place, a few slack rivets in frames floors & shell renewed, cementing of shell and stringer chock renewed where started. Teak covering board on both sides of forecabin for abt 11 ft where cut out to get riveting done renewed. Forecabin deck caulked, side rails repaired & faired and 1 new portable rail gangway on port side renewed. Forepeak tank tested by water pressure. 2 new hawsepipes fitted & now carried to forecabin head windlass removed from main deck & fitted on forecabin & chain locker placed on main deck. Top of fore peak tank thickly cemented.

S.S. No. 1. Ceiling in hold & bunkers removed beyond rule requirements & partly renewed, the surfaces cleaned & coated with bituminastic enamel cementing examined & renewed where defective - machinery spaces and peaks examined & coated where necessary. E & B seatings examined pumps and sluices overhauled. Bottom coated & rudder bushed, several slack and pitted rivets renewed in bottom & bilge & landing edges recaulked.

W. W. Cooper