

WED. MAR 4 1896

(Received at London Office

18)

No. 114262

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report

15. When handed in at Local Office

15

Port of Glasgow

No. in
Reg. Book.

Survey held at Glasgow

Date, First Survey

(No. of Visits)

18

Last Survey

24th Dec

1896.

1896.

H49 on the Wood, Iron or Steel Steamer "Rossie"

Master J. J. McGill

TONNAGE:-

GROSS

238

UNDER DEK

190

NET

90

Built at Paisley

By whom J. & Arthur St.

When 1884

Owners

J. J. Stewart

Port belonging to

London & Lancashire

Owners' Address

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

Surveyed Afloat or in Dry Dock? Ship

Name of Dock Melville & Co.

Destined Voyage

Glasgow

WB=CellDBorDBa

tons; uE&B

tons; f

tons; }

FPT 22 tons; APT

tons; MT

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1	✓	+ L.M.C.
3.95	✓	1.94
S.S. fls. No. 2-93	✓	+ N.B. 1.94

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. 13844 Port 96

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 1 ft. 2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 and Damage Repair

caused by collision with a steamer in the Firth of Clyde on the 3rd of January 1896.

Examination for S.S. No. 3 - Bottom examined, holds, peaks and bunkers cleared, all close ceiling removed throughout vessel. The oxidation removed from the framing, plating, bunkers, keels, peaks, bunkers and under Engines & Boilers. Examination made of vessel at these parts also behind lining of cabins in way of side lights. Several drilled where considered necessary - viz. stoke above turn of bilge and found to measure 3/8" thickness to 7/16" at ends. The peak tank tested by water pressure, hatches and rigging examined, chain cables ranged. Pumps, sluices & watertight doors examined, seats examined steering gear overhauled and repaired.

Damage Repairs - Stem renewed, plating at stem renewed on

SUMMARY OF DAMAGE REPAIRS:-

Renewed ...

Plates

Frames

R. Frames

Floors

Beams

Other Items:-

Faired or Repaired ...

14

2

2

1

1

Stem, fore-castle plating, lower pipes

1 plate of per peak tank

PRESENT CONDITION OF THE

Decks

good

Waterways

good

Coamings

good

Up'r Dk. Beams & Fastenings

good

Low'r Dk. Beams & Fastenings

good

Plating

good

Planking

good

Transoms or Rivets

good

Breasthooks & Stems

good

Transoms, Pointers, & Crutches

good

Timbers of Frame at the openings

good

Ditto ditto at other places

good

Keelsons

good

Clamps, Shocks & Stringers

good

Siding

good

(State if examined.)

Ceiling

good

Cement or Asphalt

good

(State which.)

Tank

good

(State if now tested.)

Caulking of Bot'm, D'k, & Wat'rwys

good

Copper or Zinc

good

(State if on Felt.)

When put on, Month

Year

Rudder

good

Windlass & Capstan

good

Pumps

good

Sluice Valves

good

Watertight Doors

good

Db'ng. Plates under Sounding Pipes

good

Engine Room Skylights

good

Coal Bunker, Open'gs, Lids, &c.

good

Scuppers

good

Cargo & Main H'tch'wys

good

Hatches

good

Boats

good

Masts, Yards, &c.

good

Condition, how ascertained by exam

(State if wedges removed)

Sails

good

Equipment letter

good

Anchors, No. of

20-15-1K

Cables (State if now ranged)

yes

" length

165 size 7/8

" Rule length

165 size 7/8

Hawsers & Warps

good

Standing & Running Rigging

good

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 in a good and efficient condition and in our opinion eligible to remain as classed and to have record of survey 2.96 and the notation of S.S. fls. No. 3. 2.96

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

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

19/21 1896

Received by me,

20/21 1896

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

Committee's Minute

Character assigned

FRI. MAR 6 1896

100A1

subject

ss. No. 3-2.96

Lloyd's Register

6LS174-0149 C1/2

Yes

Is a Report also sent now on the 1st of January, and when, one

Is Certificate required? If so to be sent to

Form No. 2 for Repairs, 2000-95/95, Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

No. 3rd

Port of *Glasgow*

Continuation of Report No. *11+262* dated *24th Feb 1896* on the

Steamer "*Ross-gull*"

each side of vessel & viz seven plates of shell; two fore-castle plates and bow head plate; two frame angles on the port side and one on the starb^d side renewed, new reverse angles to same; new lower pipe fitted on each side of vessel, one new top plate to fore peak tank and the tank tested after repairs. fore-castle deck recaulked.

Other Repairs - Rudder pintles broken and lower pintle renewed; the alternate frames in way of main hatchway fitted with reverse frames from bilge to deck beams to compensate for slight reduction in thickness of framing at this part; eight frames on port side and four on the starb^d side in bunker space fitted with reverse frames at upper part; finishing plate of main deck stringer on starb^d side fitted with a doubling plate

L.H.
J.B.