

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th June 1897 When handed in at Local Office 4th June 1897 Port of Glasgow

No. in Reg. Book 174 Survey held at Ayr Date, First Survey 10th April Last Survey 8th June 1897  
(No. of Visits)

on the Wood, Iron or Steel Bk "Beech Holm" Master W. Monte  
TONNAGE: GROSS 803 Built at Sunderland By whom J. Laing When 1896 - 10  
UNDER DK. 740 Owners R. H. Sagnet Port belonging to Sunderland

NET 763 Owners' Address \_\_\_\_\_  
Surveyed Afloat or in Dry Dock? On Dr. Name of Dock Knight's Slip & Afloat Destined Voyage Cape Horn

WB=CelLDBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet;  
total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ feet \_\_\_\_\_ tons.

N.B.—All alterations in the existing records should be underlined.  
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. 15063 Port GLS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.	Year Assigned	Year now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey. <input type="checkbox"/> Date of last Survey and of Periodical Surveys.			
<u>100A 1.</u>			
<u>S.S. Sld No 3-2-90</u>			
<u>S.S. Sld No 1-94</u>			
<u>3-97.</u>			
Society's Freeboard (if assigned) as painted on Ship and now verified			<u>3 ft 6 ins.</u>

REPAIRS, OR EXAMINATION AS PER RULE, FOR repair of damage stated to have been caused by grounding on rocks off Ayr Harbour while proceeding to sea, in charge of tug on the evening of Sunday 21st May 1897.

Vessel hauled up on slipway, keel, bottom & sides cleaned down and beammed; all close ceiling removed from both, and a quantity of Sparring also removed from keel; the cement all exposed; the peaks cleaned, and chain lockers; On port side in A Strake of outside plating nos 3 & 6 plates renewed, and nos 2, 10, 11, 12, 13 were removed, faired & replaced; in B Strake nos 2, 3, 4, 5 & 6 plates renewed, and nos 14, 15, 16 were removed, faired and replaced; in C Strake nos 4, 5, 6, 7 & 14 renewed, nos 3 removed, faired and replaced, and nos 8, 9, 10, 11 & 12 were faired in place; in D Strake nos 5, 6, 7, 8, 9, 10 & 12 renewed, nos 11 & 13 were removed, faired and replaced; in E Strake nos 7, 8, 9 & 10 renewed, and nos 6, 12 & 13 were removed & replaced; On Starboard side in A Strake nos 1 plate renewed; in B Strake nos 12 & 13 were removed & replaced, and nos 4 & 6 faired in place; in C Strake nos 12 plate renewed and nos 9 faired in place; in D Strake nos 13 faired in place; also on Starboard side a number of shell rivets removed. On port side about 3/5 length from fore, partly renewed 28 frames, 31 reverse frames and 1 floor, all to proper shifts and butts fitted with

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..	26	-	-	8	-	-	-	belgic keelson angles, about 60 ft of the lower and renewed, and about 70 ft of upper one repaired.
Faired or Replaced ...	25	28	31	1	-	-	-	

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>much repaired but efficient</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>Little</u>	Ditto ditto at other places <u>de</u>	Windlass & Capstan <u>de</u>	Boats <u>de</u>
Coamings <u>de</u>	Keelsons <u>de</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Masts, Yards, &c. <u>de</u>
Up'r Dk. Beams & Fastenings <u>de</u>	Stringers, Clamps & Shells <u>de</u>	Have Sluice Valves now been examined and found efficient? <u>-</u>	Condition, how ascertained <u>exam'd by 3rd mate</u>
Low'r Dk. Beams & Fastenings <u>de</u>	Setting <u>-</u>	Have Watertight Doors now been examined and found efficient? <u>-</u>	(State if wedges removed <u>Yes</u> )
Plating <u>de</u>	Ceiling <u>de</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Sails <u>Good</u>
Flooding <u>-</u>	Cement or Asphalt <u>Cement</u>	Engine Room Skylights <u>-</u>	Equipment letter <u>P</u>
Rivets or Treanails <u>de</u>	Tanks <u>-</u>	Coal Bunker, Open'gs, Lids, &c. <u>-</u>	Anchors, No. of <u>5</u>
Breasthooks & Stemson <u>de</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>de</u>	Scuppers <u>de</u>	Cables (State if now ranged) <u>Yes &amp; Good</u>
Transoms, Pointers, & Crutches <u>de</u>	Copper, or Y.M. <u>Replaced</u>	Cargo & Main H'tch'w'ys <u>de</u>	" length <u>270</u> size <u>1 1/2 to 1 3/4</u>
	(State if on Felt.) <u>bottom</u>		" Rule length <u>270</u> size <u>1 1/2</u>
	When put on, Month <u>bottom</u> Year <u>1897</u>		" (per Table 23)
			Hawsers & Warps <u>de</u>
			Standing & Running Rigging <u>de</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."

The damage this vessel sustained having been efficiently repaired, she is now in good condition and shippable in my opinion to remain as classed and to have record of survey 5.97; the notation of S.S. Sld No 3-2-90 to be made when the upper deck has been repaired.

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
£	£	£	£	£	4/6	18/5
	54 10		2 9 4		18/5	18/5

Committee's Minute TUES 15 JUN 1897 Character assigned 100A 1 Surveyor to Lloyd's Register of British & Foreign Shipping. J. J. Dinnette

Office No. 258 Enquire 24/97 GLS178-0052 2019 Lloyd's Register Foundation

Is a Report also sent now on the Machinery of the Ship? If not, state whether, and when, one will be sent?

Is Certificate required? If so to be sent to

*Iron R. "Beckholm"*

with proper bottom pieces of a substantial character; renewed 8 floors; lower  
 belge Keelson angles renewed for about 60 ft and the upper belge Keelson angles  
 removed, faired and replaced for about 90 ft; observing that all parts were  
 renewed with properly tested steel but of the original scantlings of iron,  
 this was done by an arrangement between Owner and his Underwriters;  
 the Lapfallant rail on Starboard side forward, renewed for about 21 ft <sup>with beam 7 x 2 1/2</sup>; the pumps  
 overhauled and repaired, three boats repaired, windlass overhauled, the  
 cement renewed where disturbed on account of the repairs and all made  
 in good condition; upper deck repaired in way of deck pumps, and recaulked  
 where required; the close ceiling extensively repaired with 2 1/2 White pine;  
 overhauled rudder and steering gear also masts spars, rigging and sails; the  
 fore and main lower topsail, mizen stay sail and Spunket renewed; repaired the  
 side lights, repaired fresh water tank connections, renewed 1 ladder to poop and to  
 bridge; recoated bottom & sides.

For S. S. No. 2. done during repair of damage or after, so that in all,  
 vessel placed on slipway, proper staves made, holds and peaks cleaned; all close  
 ceiling removed, cement examined & found adhering satisfactorily; the rivets,  
 keel, shell plating, frames, stringers, floor plates, Keelsons, beams, bulkheads  
 and other parts examined and found in good condition; the windlass beam  
 the chain cables ranged and examined; masts, spars, rigging and general  
 equipment examined; bulk fastenings removed from the <sup>upper</sup> deck at regular  
 intervals fore & aft on each side and found in good condition, but on  
 account of Owner failing to fit properly seasoned 3/4 Pine in time  
 to repair upper deck for S. S. No. 2. this to stand over in the meantime.

*H. J.*  
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