

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *8th June 1897* When handed in at Local Office *9th June 1897* Port of *Glasgow*No. in Reg. Book. *174* Survey held at *Ayr* Date, First Survey *9th April* Last Survey *8th June 1897*on the *Wood, Iron or Steel* *Bk "Beech Holm"* Master *W. Monte*TONNAGE: *803* Built at *Sunderland* By whom *J. Laing* When *1896 - 10*GROSS *803* Owners *R. H. Sagner* Port belonging to *Sunderland*UNDER DK. *740* Owners' Address *(if not already recorded in Appendix to Register Book.)*NET *763* Surveyed Afloat or in Dry Dock? *On Dr.* Name of Dock *Knight's Slip & Afloat* Destined Voyage *Cape Town.*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.)

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

SUMMARY OF DAMAGE REPAIRS:—

Renewed ... *26* Plates. *26* Frames. *28* R. Frames. *31* Floors. *1* Beams. *—* Str. Plates. *—* Dk. Plates. *—* Other Items:—Faired or Repaired ... *25* *28* *31* *1* *—* *—* *—* *—* *large keelson angles, about 60**ft of the lower end renewed, and about**70 ft of upper end repaired.*

PRESENT CONDITION OF THE

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

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 eligible in my opinion to remain as classed**and to have record of survey 5.97; the notation of S.S. & C.2. taken 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) *£*Travelling Expenses (if chargeable) *£*Second Surveyor's Fee (if any) *£*Committee's Minute *TUES 15 JUN 1897*Character assigned *100A*

FRI. 9 SEP 1898

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MON 14 JUN 1897

Iron R.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^{with beam 7 x 2 1/2}; 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 1 to bridge; recaulked bottom & sides.

For S. S. H.C. 2. done during repair of damage or after, so that in all, vessel placed on slipway, proper stapes made, holds and peaks cleared; 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 ^{upper} 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. Pine in time to repair upper deck for S.S. H.C. 2. this to stand over in the meantime.

H.D.
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