

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th July 1897 When handed in at Local Office 5th July 1897 Port of Glasgow

No. in Reg. Book 2330 Survey held at Froon Date, First Survey 17th June 97 Last Survey 30th June 1897
on the Wood, Iron & Steel Sc 3rd St "Ailsa" Master R. McWilliam 196

TONNAGE:— Built at Froon By whom Ailsa S. B. Co When 1894 YEAR. MONTH. 12
GROSS 325 Owners H. B. Given & Co Port belonging to Froon
UNDER DK 220 Owners' Address
NET 74 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Froon Name of Dock Dry Dock & Pylons Destined Voyage Coasting

WB=CellDBorDBu - feet; uE&B - feet; f - feet; }
total capacity - tons. FPT 22 tons; APT 5 tons; MT - feet - tons.

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>3-100A-1.</u> <u>4.97.</u>		<u>3-100B.</u> <u>12.94</u>

Last Survey, No. 15112 Port GLS

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 } 6 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR repair of damage stated to have been sustained on the 2nd 3rd & 4th of June, 1897, at Fenit of Kerry, by taking the ground while laden with Coals, for further particulars please see press copy of damage survey report sent herewith.

Vessel placed in dry dock, athwartship bunkers and stoke hold cleared, the ceiling also sheathing on same nearly all removed from hold, Cement removed as required to admit of repairs being carried out; the nos 1 & 2 lengths of keel removed & replaced; outside plating repaired thus; on Starboard side in A Strake nos 2, 3, 4, 5, 6 & 7 plates removed furnace faced & replaced, in B Strake nos 2, 3, 4, 5 & 6 removed & replaced, in C Strake nos 4, 5, 6 & 7 removed & replaced, in D Strake nos 8 & 9 faced in place and partly riveted; on port side, in A Strake nos 2, 3, 4, 5, 6 & 7 removed, furnace faced and replaced, in B Strake nos 2, 3, 4, 5 & 6 and in C Strake nos 4, 5, 6 & 7 plates removed & replaced; several stowed reeds and portions of caulking at different parts of bottom & bulges made good as required; 34 floor plates removed, furnace faced.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	-	-	-	1	-	-	-	2 lengths of keel removed, furnace & replaced, repaired ceiling, side & bulge keelsons - pillars & cement.
Faired or Replaced ...	31	38	38	37	-	-	-	

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Waterways <u>de</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>yes</u>	Condition, how ascertained <u>from deck</u>
Low'r Dk. Beams & Fastenings <u>de</u>	Solting (State if examined.) <u>de</u>	Have Watertight Doors now been examined and found efficient? <u>yes</u>	Sails <u>Good</u>
Plating <u>de</u>	Cement or Asphalt <u>Cement</u> (State which.) <u>de</u>	Dblg. Plates under Sounding Pipes <u>good</u>	Equipment letter <u>e</u>
Blanking <u>de</u>	Tanks (State if now tested.) <u>FPT yes</u> <u>de</u>	Engine Room Skylights <u>de</u>	Anchors, No. of <u>4</u> <u>de</u>
Pivots or Trunnels <u>de</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>de</u>	Coal Bunker, Open'gs, Lids, &c. <u>de</u>	Cables (State if now ranged) <u>de</u>
Wearhooks & Stanchions <u>de</u>	Copper, or Y.M. <u>Recoated</u> (State if on felt.) <u>de</u>	Souppers <u>de</u>	" length <u>de</u> size <u>de</u> (on board)
Tranoms, Pointers, & Crutches <u>de</u>	When put on, Month <u>bottom</u> Year <u>now</u>	Cargo & Main H'tch'w'ys <u>de</u>	" Rule length <u>de</u> size <u>de</u> (per Table 23)
			Hawsers & Warps <u>Good</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 satisfactorily repaired she is now in good and efficient condition and eligible in my opinion to remain as classed and to have record of survey 6.97

Office Fee (if chargeable) per Scale II, Sec. 27	£			Fees applied for, <u>574</u> 1897
Fee (per Section 28)	£			Received by me, <u>23.7.97</u>
Damage or Repair Fee (if any) (per Sec. 28.)	£	<u>43</u>	<u>46</u>	<u>19</u>
Travelling Expenses (if chargeable)	£	<u>1</u>	<u>19</u>	<u>2</u>
Second Surveyor's Fee (if any)	£			

Committee's Minute 12ES 13 JUL 1897
Character assigned 100-A
Surveyor to Lloyd's Register of British & Foreign Shipping. J. Dinneen
Lloyd's Register of British & Foreign Shipping
GLS178-0115 (112)

MON 12 JUL 1897

Port of *Glasgow* Continuation of Report No *15341* dated *30th June 1894* on the*S. S. Aulsa Cont?*

faired & replaced, one floor repaired and one renewed, 2 others faired in place; all frames in way of floors repaired or renewed faired in place, 38 ^{additional} double reverse frames each about 9 1/2 ft long and 2 1/2 x 2 1/2 x 7/16 fitted across centre line from side keelson to side keelson; the Centre line keelson cut out from fore bulkhead of the A B space to Collision bulkhead about 70 ft in length set fair and replaced; the side intercostal keelsons cut out on each side for about 70 ft each side set fair and replaced, also the belgè keelson for same length; renewed several lugs to belgè keelson, renewed keel pieces to frames and butt straps for keelson where necessary, and repaired & set fair others as required; 8 pillars faired & replaced and 2 others welded faired & replaced; Ceiling in hold & sheathing on same replaced, after cementing made good where necessary from fore end of boiler to stem, suction and other pipes and casings made good, fore peak tank tested, rest & repaired parts well coated -

Work done on aft of ordinary seat & keel; - renewed glass of side lights where necessary, and fitted an outside doubling plate in the neighbourhood of Collision bulkhead on each side of vessel on B Strake, plates 13' 6" x 3 1/4" x 7/16 - Recoated bottom -

H.S.