

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14<sup>th</sup> May 1898 When handed in at Local Office 16<sup>th</sup> May 1898 Port of Glasgow  
No. in Reg. Book 491 Survey held at Snoou Date, First Survey 28<sup>th</sup> Feb 97 Last Survey 14<sup>th</sup> May 1898  
(No. of Visits three) Master J. Ferguson

TONNAGE:— Built at London By whom Slesburg When 1868-6  
GROSS 295 Owners East Downshire S.S. Co (Lim) Port belonging to Belfast  
UNDER DK. 247 Owners' Address \_\_\_\_\_

NET 288 (if not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Dry dock & Afloat Destined Voyage \_\_\_\_\_

W/B=Cell D B or D B a \_\_\_\_\_ 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. 15029 Port G

(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. from Secy. 10-1-98

REPAIRS, OR EXAMINATION AS PER RULE, FOR On account of damage alleged to have been sustained by driving ashore near Rosblase Pier & Seaforth during a terrific sea and gale of wind on the 15<sup>th</sup> Nov<sup>r</sup> last and remaining until the 17<sup>th</sup> Nov<sup>r</sup>; vessel broaching broadside to the beach and bumping continuously; the vessel at the time being fully loaded; for further particulars please see press copy of damage survey report herewith.  
So far as now possible to examine her in present condition with temporary repairs in place, and without any opening up, found that particularly at the fore end and at about 20ft from fore foot; the damage is of a serious nature; the keel is badly started; particularly at the scarpings, and more or less damaged all fore & aft; the lower part of stem is carried away, also the face piece of stem; the stern post started at heel; fastenings in the timbers and braces of rudder started; the garboard's and the adjoining strake on each side either damaged or started; the planking on bottom and helges also on sides badly damaged; the mast coals and wedges started; the fore length of Centre line keelson started and the Q2 length damaged particularly under ship of main mast; all the fastenings

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>please see</u>	Ditto ditto at other places <u>vessel seriously</u>	Windlass & Capstan <u>not</u>	Boats <u>for survey</u>
Waterways <u>see</u>	Keelsons <u>seriously</u>	Have Pumps now been examined and found efficient? <u>get</u>	Masts, Yards, &c. <u>for survey</u>
Coamings <u>above</u>	Stringers, Clamps & Shelves <u>damaged</u>	Have Sluice Valves now been examined and found efficient? <u>open</u>	Condition, how ascertained (State if wedges removed or not) <u>repairs</u>
Up'r Dk. Beams & Fastenings <u>above</u>	Salting (State if examined.) <u>and</u>	Have Watertight Doors now been examined and found efficient? <u>open</u>	Sails <u>repairs</u>
Low'r Dk. Beams & Fastenings <u>above</u>	Ceiling <u>and</u>	Have Watertight Doors now been examined and found efficient? <u>open</u>	Equipment letter <u>repairs</u>
Plating <u>remarks</u>	Cement or Asphalt (State which.) <u>and</u>	Dblng. Plates under Sounding Pipes <u>open</u>	Anchors, No. of <u>repairs</u>
Planking <u>remarks</u>	Tanks (State if now tested.) <u>and</u>	Engine Room Skylights <u>open</u>	Cables (State if now ranged) <u>repairs</u>
Rivets or Treennails <u>remarks</u>	Caulking of Bot'm, D'k, & Wat'rwys. <u>and</u>	Coal Bunker, Open'gs, Lids, &c. <u>open</u>	" length (on board) size <u>repairs</u>
Breasthooks & Stemson <u>remarks</u>	Copper, or Y.M. (State if on felt.) <u>and</u>	Scuppers <u>open</u>	" Rule length (per Table 22) size <u>repairs</u>
Transoms, Pointers, & Crutches <u>remarks</u>	When put on, Month _____ Year _____	Cargo & Main H'toh'ys <u>open</u>	Hawsers & Warps <u>repairs</u>
			Standing & Running Rigging <u>repairs</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, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and pND97, &c."

I am not informed it is Owners' intention not to repair the vessel, but to sell her by Auction. So I beg to submit she is not at present entitled to remain as Classed.

If she is repaired, converted, or broken up, I will report later on.

Office Fee (if chargeable) per Scale II., Sec. 27	Survey Fee (per Section 29)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for	Received by me
£	£ 3	£ 3	£ 2	£	5 3 18 98	8 3 18 98

Committee's Minute \_\_\_\_\_  
Character assigned Ex-prime class with black line

White Owner L.O. 20/5/98 GLS181-0009(112)  
TUES. 24 MAY 1898  
Confirm's Register decision

2037-5000-27/1/97.—Transp. for Ink (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so to be sent to \_\_\_\_\_

Case 26<sup>th</sup> May, 1898  
N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.  
Decision of the Licensing Comtee  
Confirmed A.P.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

TUES. 17 MAY 1898

Port of **GLASGOW.**

Continuation of Report No. 16069 dated 14 May. 1898 on the

Wood Bk "Ruby" font?

in the heads and heels of the 12 Strong wood stanchions in hold badly started and drawn; the riber keelson started and damaged; the after iron hold beam badly twisted and broken and the fastenings in the arms of the 3rd iron beam started; a number of fastenings in the diagonal straps, hanging and lodging knees started, as well as a considerable number of treenails at different parts of the vessel; the upper part of Stern badly damaged; the wash board planks fore & aft on each side started, and the bulwark stanchions and rails out of line; On Starb<sup>d</sup> side the hawse pipe broken and the hawse cheeks and plank ends under same damaged; the Starb<sup>d</sup> and port Chain cables broken

*[Signature]*

