

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14th May 1898 When handed in at Local Office 16th May 1898 Port of GlasgowNo. in Reg. Book 491 Survey held at Snoou Date, First Survey 28th Feb 98 Last Survey 14 May 1898on the Wood, Iron or Steel By Ruby (No. of Visits Three) Master J. FergusonTONNAGE:— Built at London By whom Salisbury When 1868—GROSS 295 Owners East Downshire S.S. Co (Lim) Port belonging to BelfastUNDER DK. 247 Owners' AddressNET 238 (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? In Iron Name of Dock Dry dock & afloat Destined Voyage

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. 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 Secty. 10-1-98REPAIRS, OR EXAMINATION AS PER RULE, FOR On account of damage alleged to have been sustainedby driving ashore near Rosslare Pier for Seafood during a terrific sea and gale ofwind on the 15th Nov^r last and remaining until the 17th Nov^r; vessel broaching broadsideto the beach and bumping continuously; the vessel at the time being fully loaded; forfurther particulars please see press Copy of damage survey report herewith.So far as now possible to examine her in present condition with temporaryrepairs in place, and without any opening up, found that particularly at the fore endand at about 20ft from fore foot, the damage is of a serious nature; the keel is badlystarted; particularly at the scarfing, and more or less damaged all fore & aft; the lower partof stem is carried away, also the face piece of stem; the stern post started at heel; fasteningsin the timbers and braces of rudder started; the garboard and the adjoining strake on eachside either damaged or started; the planking on bottom and belges also on sides badlydamaged; the mast coals and wedges started; the fore length of Centre line keelson startedand 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

Decks pleaseWaterways seeCoamings aboveUp'r Dk. Beams & Fastenings aboveLow'r Dk. Beams & Fastenings abovePlating remainsPlanking remainsRivets or Treennails remainsBreasthooks & Stemson remainsTransoms, Pointers, & Crutches remainsTimbers of Frame at the openings remainsDitto ditto at other places remainsKeelsons remainsStringers, Clamps & Shelves remainsSalting remainsCeiling remainsCement or Asphalt remainsTanks remainsCaulking of Bot'm, D'k, & Wat'rwys remainsCopper, or Y.M. remains

When put on, Month Year

Rudder remainsWindlass & Capstan remainsHave Pumps now been examined and found efficient? remainsHave Sluice Valves now been examined and found efficient? remainsHave Watertight Doors now been examined and found efficient? remainsDblng. Plates under Sounding Pipes remainsEngine Room Skylights remainsCoal Bunker, Open'gs, Lids, &c. remainsScuppers remainsCargo & Main H'tehw'ys remainsHatches remainsBoats remainsMasts, Yards, &c. remainsCondition, how ascertained remains(State if wedges removed remains)Sails remainsEquipment letter remainsAnchors, No. of remainsCables (State if now ranged) remains

" length (on board) size

" Rule length (per Table 22) size

Hawsers & Warps remainsStanding & Running Rigging remains

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 pEND97, &c."

I am not in informed it is Owners intention not to repair the vessel, butto sell her by Auction. So I beg to submit she is not at present entitled toremain 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, 5. 3. 18. 98

Received by me, 8. 3. 18. 98

Committee's Minute

Character assigned

White Owner L.O. 20/5/98

GLS181-0009(112)

Confirm's Register

decision

L.O. 24/5/98

TUES. 24 MAY 1898

Case 26th May, 1898
Decision of the Licensing Committee
Confirmed A.P.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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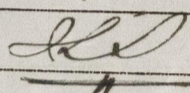
TUES. 17 MAY 1898

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 head badly started and drawn; the rider 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 plank fore & aft on each side started, and the bulwark stanchions and rails out of line; On Starb^d side the hawse pipe broken and the hawse cheeks and plank ends underneath damaged; the Starb^d and port Chain cables broken




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