

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19th July 1899. When handed in at Local Office 18 Port of Glasgow.
 No. in Survey held at Ardrossan Date, First Survey 4 July Last Survey 13 July 1899
 Reg. Book. 79 on the Wood, Iron or Steel in Str. "Sarni Fagans" Master F. McDonald

TONNAGE:— Built at Newcastle By whom Schlinger, Davis & Co. When 1878 6
 GROSS 1321 Owners S.S. St. Fagans Co. Ltd. Port belonging to Glasgow
 UNDER DK. 1128 Owners' Address (Donald & Taylor) Mgrs.
 NET 921 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Yes Name of Dock Ardrossan Destined Voyage Santander
 WB=Cell DB DBa 74 feet; uE&B ✓ feet; J 96 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 Report, No. 16389 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 S.S. No 2. Vessel placed in Dry Dock, bottom cleaned, examined, and recoated. Rudder relubricated, bottom pintle renewed, side plates in way of butts doubled where wasted. On account of slight grooving found in keel piece of Stern Frame two efficient fish plates have been fitted to cover same. The whole of the ceiling removed from the top of double bottom, two strakes in way of side bunkers, also foot plates in E. & B. space. Double bottom opened, examined internally; a number of rivets in inside brackets of forward tank renewed, and three margin plates found somewhat wasted at rounded corners fitted with efficient doublings. Tanks tested under water pressure and found satisfactory. Examination made under Engines & Boilers, Bunkers, Fore Peak, and Chain Locker. Bunker plating renewed where necessary, and coamings of P.T.O.

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

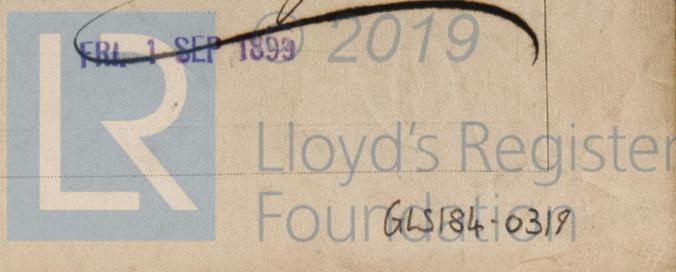
PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>
Caulking of Decks	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Waterways	State if Tanks now tested <u>Yes</u>	Souppers	Condition, how ascertained <u>by examination</u>
Coamings	Bulkheads	Cargo Hatchways	(State if wedges removed <u>Yes</u>)
Beams & Fastenings	Ceiling	Hatches	Sails <u>Sufficient</u>
Outside Plating	Cement <u>as above</u>	Planking of Wood Vessels	Equipment letter <u>72</u>
Caulking of ditto	Rudder	Treenails	Anchors, No. of <u>373. 15. 1K.</u>
Rivets	Windlass	Breasthooks & Stemson	Cables (State if now ranged) <u>Yes</u>
Breasthooks <u>not exam'd</u>	Have Pumps now been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto	" length <u>270 fms.</u> size <u>1 10/16</u>
Transoms <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto	" Rule length <u>240 fms.</u> size <u>1 10/16</u>
Frames	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto	Hawsers & Warps <u>Sufficient</u>
Reverse Frames	Dblng. Plates under Sounding Pipes	Stringers, Clamps & Shelves ditto	Standing & Running Rigging <u>Good</u>
Floors		Salting (State if examined.) ditto	
Keelsons		Copper, or Y.M. (State if on Felt.) ditto	
		When put on, Month Year	

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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptND98, &c."

This vessel is in good and efficient condition, and eligible, in my opinion, to remain as classed, and to have record of survey 7-99 and the notations of S.S. Ard. No 2. 99 subject to the after Peak Tank being examined and tested.

Office Fee (if chargeable) per Scale II, Sec. 27	Survey Fee (per Section 28)	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
£	£ 5 : 10 : 0	£ 4 : 19 : 0	£ 1 : 10 : 0	£ 6 : 9 : 0	21/7/99	24/8/99

Committee's Minute TUES. 25 JUL 1899
 Character assigned Deferred for compl. of machy. survey
 Signature: G. G. G.



Has a Survey also been held on the Machinery of the Ship? If so, let the Report sent her, or when still it be sent?

Certificate required? If so to be sent to

17189 gls

S.S. No 2. (Cont.)

"Saint Leger"

of cooling hatch repaired. All the ironwork in holds cleaned
scaled, and recoated. Three deck plates on port side, and
two on starboard side in way of No 2 hatch wasted, now renewed.
Masts, spars, and general equipment found in good condition
Chain cables roused. Pumps, steering gear and connections
overhauled and now in good condition.

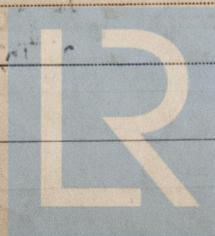
To complete this survey the After Peak Tank requires to be
examined internally, and tested under water pressure.

The owners intend to have this done on the return of the
vessel from the present voyage in about 3 weeks time.

R.W.

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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