

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23 Sept 1897 When handed in at Local Office 23 Sept 1897 Port of Glasgow
 No. in Reg. Book 366 Survey held at Bowling Date, First Survey 1 Sept 1897 Last Survey 23 Sept 1897
 on the Wood, Iron or Steel Sc. Sr. "Robin" (No. of Visits 8) Master Mr. Keill

TONNAGE:— Built at London By whom R Thomson When 1890 MONTH 11
 GROSS 366 Owners A. F. Blackwater Port belonging to London
 UNDER DEK. 243 Owners' Address

NET 146 (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Slipway Name of Dock Bowling Destined Voyage Coasting

WB=CellDBorDBa feet; uE&B feet; f 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. 14940 Port Glasgow

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

Vessel raised upon a slipway and examined on account of damage stated to have been sustained through grounding at Dingle in Bantry Bay on 3 June 1897

Repairs now done 3 lengths of keel bars taken out, furnace, faired and replaced.

22 floors renewed and the riveting of 13 other floors frames &c cut adrift in order to fair the vessel.

Middle line keelson cut adrift for a length of about 60ft, Centre plate taken out for a length

of 42ft, furnace, faired and replaced, About 60ft in length of each of the four angles to

Centre keelson removed, faired and replaced. Buttraps to centre plate and 60ft of inner

plate renewed, 20 reverse angle keels to centre keelson renewed, 10 frame keel pieces renewed

5 reverse frames renewed in lengths of about 8ft at centre line - 5 reverse doublers fitted

in lengths of about 12ft at centre line, and 9 reverse frames renewed on each side from

bilges upwards.

On port side. Side keelson angles cut adrift for a length of about 50ft - faired and

replaced - 23 wash plates to same taken out, faired and replaced, 20 lug pieces to same

R.T.O

| SUMMARY OF DAMAGE REPAIRS:— | Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|-----------------------------|---------|---------|------------|---------|--------|--------------|-------------|------------------|
| Renewed | 1 | | | 22 | | | | As above stated. |
| Faired or Repaired ... | 13 | 10 | 23 | | | | | |

| PRESENT CONDITION OF THE | Timber of Frame at the openings | Rudder | Hatches |
|---|--|---|---|
| Decks <u>Good</u> | <u>Good</u> | <u>Good</u> | <u>Good</u> |
| Waterways <u>"</u> | ditto at other places <u>"</u> | Windlass & Capstan <u>"</u> | Boats <u>"</u> |
| Coamings <u>"</u> | Keelsons <u>"</u> | Have Pumps now been examined and found efficient? <u>Yes</u> | Masts, Yards, &c. <u>"</u> |
| Up'r Dk. Beams & Fastenings <u>"</u> | Stringers, Clamps & Shells <u>"</u> | Have Sluice Valves now been examined and found efficient? <u>Yes</u> | Condition, how ascertained <u>By survey</u> |
| Low'r Dk. Beams & Fastenings <u>"</u> | Ceiling <u>"</u> | Have Watertight Doors now been examined and found efficient? <u>Yes</u> | (State if wedges removed <u>Yes</u> , if main <u>no</u>) |
| Plating <u>"</u> | Cement on <u>no</u> | Dblg. Plates under Sounding Pipes <u>Good</u> | Equipment letter <u>2</u> |
| Planking <u>"</u> | Tanks <u>no</u> | Engine Room Skylights <u>"</u> | Anchors, No. of <u>2B. 1S. 1K</u> |
| Rivets or <u>no</u> | Caulking of Bot'm, D'k, & Wat'rw'ys <u>"</u> | Coal Bunker, Open'gs, Lids, &c. <u>"</u> | Cables (State if now ranged) <u>no</u> |
| Breasthooks & Stemson <u>"</u> | Copper, or Y.M. <u>"</u> | Scuppers <u>"</u> | " length size |
| Transoms, Pointers, & Crutches <u>"</u> | When put on, Month Year <u>"</u> | Cargo & Main H'tch'w'ys <u>"</u> | " Rule length size |
| | | | (per Table 22) |
| | | | Hawsers & Warps <u>Good</u> |
| | | | Standing & Running Rigging <u>"</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 ptND97, &c."

This vessel is now in a good and efficient condition and eligible in my opinion to remain as classed with record of survey Prog. 9.97

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) ... £

Committee's Minute

Character assigned

Fees applied for,

18

Received by me,

18

Surveyor to Lloyd's Register of British & Foreign Shipping.

FRI. 1 OCT 1897

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100A1

THUR. 30 SEP 1897

Port of GlasgowContinuation of Report No. 15510 dated 23rd Sept. 1897 on theS.S. Robin.

renewed.

Bilge Keelson for a length of about 40 ft cut adrift, faired and replaced also 22 reverse lugs to same renewed.

Upper Bilge Keelson for a length of about 30 ft cut adrift, faired and replaced also 18 reverse lugs to same renewed.

On Starboard side. Side Keelson cut adrift for a length of about 50 ft, faired and replaced. 23 wash plates to same removed, faired and replaced and 20 reverse lugs renewed.

Bilge Keelson cut adrift for a length of about 40 ft, angles faired and replaced, and 22 reverse lugs renewed.

Upper Bilge Keelson cut adrift for a length of about 30 ft, angles faired and replaced also 14 reverse lugs renewed.

On Port side. 5 plates in A strake and 4 in B strake taken off, faired and replaced.

On Starboard side. 1 plate in A strake renewed, 3 plates in A strake and 3 plates in B strake taken off, faired and replaced.

6 pillars in hold taken out, faired and replaced.

Mainmast lifted, mast step renewed, mast replaced, wedged & recoated. Riggings to mainmast overhauled and repaired.

Pump sections overhauled & repaired.

All coaling in cargo hold for $3\frac{1}{4}$ length from after end lifted.

Current renewed in way of repairs to vessel. Coaling part renewed and remainder recoaled.

Bottom cleaned and recoated. Interior of cargo hold, where exposed, chipped and recoated.

J. McAuley