

REPORT of SURVEY for REPAIRS, &c.

No. 5377

(Received at London Office, 12/5/81)

No. in Survey held at Dumbarton & Glasgow Date, first Survey 13 Jan 81 Last Survey 3 May 1881

Reg. Book.

885 on the S.S. "Clan Ranald" Master Alexandersen

TONNAGE under Tonnage Deck 1918

Ditto of Spar Deck, or Avoing Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as S/mr, cut on Bm. 1357

Built at Dumbarton

When built 1878

Owners Bayrer, Irvine & Co

Port belonging to Glasgow

Residence 3 Old Church Yard, Liverpool

By whom built M^r Millan & Son Destined Voyage Bombay.

If Surveyed Afloat or in Dry Dock Henderson's Dry Dock & afloat.

Length of Poop 14 1/2 ft. Ditto, Forecastle 36 ft. Ditto, Raised Quarter Deck 56 ft.

Home before Reps 33 1/2 ft x 20 ft

Last Survey, No. 27276

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

The Fire occurred at Port said, and temporary repairs were there made for bringing the vessel to Glasgow, where the temporary repairs have been replaced by permanent repairs. The fire was mostly between decks and abreast Fore mast. 25 upper deck beams, one Bridge beam, 5 stringer plates to upper deck, and 63 deck plates have been renewed, 13 of the original deck plates were replaced after straightening. The vessel has been placed in dry dock, all close ceiling and sparring removed, coal bunkers cleared, the whole of the frames stringers, floors &c exposed to view, all oxidation removed by heating and vessel repainted throughout. Deck planking cut back to their original butts and renewed for about 140 ft forward. Upper & lower decks recaulked. 22 planks of lower deck planking around fore.

Present Condition of the

Decks part new. good

Waterways good

Comings good

Upper Deck Beams & Fastenings } good

Lower Deck Beams & Fastenings } good

Planksheers } good

Sheerstrakes } Plating good

Topsides } good

Wales } good

Plating (Bottom) and Counter good

Engine Room Skylights good

Coal Bunker, Openings, Lids, &c. good

General Observations, Opinion as to Class, &c.

Ironails Rivets good

Breasthooks and Stenson good

Transoms, Pointers, and Crutches good

Timbers of the Frame at the openings good

Ditto Ditto at other places good

Keelsons. good

Stringers good

Ceiling all lifted. good

Rudder lifted good

Copper (or Y.M.) When put on

Caulking of decks recaulked

Bottom, Deck, & Waterways good

Scuppers good

Windlass and Capstan overhauler, good

Pumps part new. good

Boats overhauled. four, good

Masts, Yards, &c. overhauled, good

Condition, how ascertained examination

Sails part new, good

Anchor No. of 3 B, 1 P & 2 K

Cables ranged, 270 fathoms, good

Hawsers and Warps part new, good

Standing & Running Rigging good

Cargo and Main Hatchways good. Hatches part new

This vessel is now in a good and efficient condition and worthy in our opinion to remain as classed, and the Committee may consider her worthy to be marked S.S. 423, as this special survey has now been complied with, although the vessel is only two years old.

The Amount of Entry Fee

Special

Damage Survey

Certificate (if required)

to be sent as per margin...

Travelling Exp^t on D. Survey 2 2 0

Travelling Expenses, if any, £ 2 2 0

Committee's Minute

Character assigned

Lloyd's

100A

S.S. 423

received by me, 10/5/81

1881

James Curpin

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

Friday, May, 13th 1881.

100A

S.S. 423

Lloyd's Register

Foundation

6LS140-0407

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foremast & four planks at fore end of engine & boiler casing renewed. One plate of sheerstrake on port side and two adjacent plates in strake below renewed on account of their being cracked. In 23 frame spaces where the Cement was cracked, it was chipped out and renewed, and also the cement in a few spaces on port bilge. The after house reduced in length to 33 ft. 6 ins, and now constructed in Iron instead of Wood as before, the main hatch made 4 ft. longer, and is now 15 ft. 11 ins x 9 ft. 9 ins, one deep web plate has now been fitted dividing it as required by the Rule. The open bridge house has been extended aft. 14 feet, now making it 56 ft. long, the cabins along side under bridge have now been reconstructed in Iron, as also the ~~the~~ middle line house under & at fore end of bridge and chart house above bridge. Two gangway ports formed in bulwarks opposite main hatchways; 121 ft. of gunwale rail on port side and 157 ft. on starboard side renewed. The upper & lower decks with forecastle, Bridge & poop recaulked, and nearly the whole of the Bridge deck renewed. Engine hatch raised to 3 feet above bridge deck with skylight fitted on top. The two deep ballast tanks tested with water pressure as required by the Rules and found satisfactory. These tanks are amidships, one in fore hold, 10 ft. long containing 170 tons of water, and the other in after hold, aft side of engine room, 16 ft. long, containing 169 tons.

The topmast, fore gaff and one plate on fore yard arm renewed, the rigging overhauled and preserved. The cables ranged, examined and found in good condition, there being 270 fathoms.

J. L. D. D.