

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THURS 8 APRIL 1886

No. 4399

No. in Reg. Book. Survey held at Glasgow Date, First Survey 23<sup>rd</sup> March Last Survey 3<sup>rd</sup> April 1886  
 (No. of Visits 8) Master G. Miller

858 on the Iron S.S. "Clan Ranald" Built at Dumbarton By whom A. McMillan & Co. When 1878  
 NET 1339 Owners Cayzer, Irvine & Co. Port belonging to Glasgow  
 GROSS 2068 Owner's Address (if not already recorded in Appendix to Register Book.)  
 UNDER DK. 1918

If Surveyed Afloat or in Dry Dock Name of Dock Govan an Destined Voyage Cape Town  
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 25 ft. 7 ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 31199 Port Liv Classified S 100 A.1  
 S.S. Cl. No 3-81 5.85  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in salt water 5 ft. 3 ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials, as painted on Ship, in fresh water ft. ins.)

REPAIRS, OR EXAMINATION AS PER RULE S.S. No. 1.

essel placed in dry dock, bottom cleaned and recoated, rudder lifted and pintles rebushed. In holds, all loose timbers and ceiling equal to one. Strakes on each side, have been removed, the cement floors, frames &c., examined, the cement repaired in after hold where worn at middle line. Both deep water ballast tanks have been tested by pressure as required and found good, the inside of each tank was badly corroded, but they have now been sealed and cement washed, and are, with the floors and cement in the bottoms now in good condition. The fore and after peaks have been examined and found satisfactory. In Engine & Boiler space the floors, cement &c., have been also been examined & the cement repaired under the boilers where found necessary. The cross bunker at fore end of boiler room has been seen. The chain cables have been ranged, 135 fms. were found on the port side, but on the starboard side the outer length was broken, and the next length damaged, leaving only 105 fms. of good cable, one lower anchor was

PRESENT CONDITION OF THE		Plating		Boats	
Decks	good	Blank (Bottom) & Counter	good	Ceiling	good
Waterways	"	Transoms or Rivets	"	Rudder	"
Gomings	"	Breasthooks and Stemson	"	Windlass & Capstan	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"
Sheerstrakes	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"
Topsides	"	Keelsons	"	Copper, or V.L. (Material as built) when put on	"
Water	"	Clamps & Shells	"		
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good
				Cargo & Main Hatchways	good
				Hatches	"

General Observations, Opinion as to Class, &c.:  
 This vessel is now in good and efficient condition, and will when the remainder of the equipment is put on board at Liverpool, be in my opinion, eligible to remain as classed; and on the completion of the survey to be noted S.S. Glasgow No. 1 - 1886.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :  
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :  
 Survey Fee (per Section 28) £ 5 : 5 : 0 received by me, 6/4/1886  
 Special Damage Fee (if any) (per Sec. 28) £ : :  
 \*Certificate (if required) to be sent as per margin £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :

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

Committee's Minute  
 Character assigned 100 A.1  
 FRIDAY 9 APRIL 1886  
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

was also missing, these two lengths of chain together with a new bow anchor will be placed on board in Liverpool, for which port the vessel has left. The masts, spars, and general equipment (with the exception noted) have all been found in good condition.

To complete the S.S. No. 1, two lengths of chain and one bow anchor are required, and these will be now put on board in Liverpool, the Surveyors at that port have been advised of the same. —; also the cross bumper at the fore end of boiler room, will require to be examined, which the owners propose to do on the completion of the present voyage.

Chas. Lowing.



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GLS181 - 0443(2/2)