

REPORT of SURVEY for REPAIRS, &c.

No. *7694* Port of *Glasgow* Received in London Office, *MONDAY NOV 15 1886*
 No. in Reg. Book. *948* Survey held at *Glasgow* Date, First Survey *28. Oct. 86* Last Survey *3. Nov 86*
 on the *Iron S.S. "Clydesdale"* Master *W. Johnston*
 TONNAGE: NET *608* Built at *Port Glasgow* By whom *Blaikwood & Gordon* When *1881-10*
 GROSS *972* Owners *G. Macmillan & Co.* Port belonging to *Glasgow*
 UNDER DK. *738* Owner's Address *Glasgow*
 If Surveyed Afloat or in Dry Dock *Name of Dock* Destined Voyage *Barcelona*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)
 Classed *m* 100 A.1
 Years assigned, if a Wood Ship. Character in Register Book.

Survey, No. *7855* Port *Newport*

For the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in salt water ft. ins.
 amount of Damage should be separated from Repairs due to other causes. State also the dates and Initials, } in fresh water ft. ins.
 Ship's N

OR EXAMINATION AS PER RULE *Part Special Survey No. 1.*

The holds of this vessel, referred to in Newport Report No 7855, as being very dirty & the frames & plating corroded with palm oil, have now been examined and found in good condition, they together with the upper bunkers having been cleaned & painted during the recent voyage. The fore & after peaks and double bottom tanks have now been examined throughout, & the cement repaired in a few places in the hold tanks where slightly worn. The lower bunkers have now been sealed & repainted, and the fore peak tank tested as required & found good. The tank under engine & boilers requires sealing inside as it is badly corroded.

The repairs referred to in Glasgow Report No. 7415, have now been completed, both after plates have been doubled for a length of 18 ins., the bulwark plate on each side at fore end of bridge found cracked has also been doubled, & the rail angle in way of the same renewed for 6 ft., & knee to bridge bulkhead.

To complete the S.S. No. 1, the inside of double bottom tank under

CONDITION OF THE	Plating	Plank (Bottom) & Counter	Ceiling	Boats
ways	good	good	good	good
Beams & Fastenings	"	"	not seen	"
Dk. Beams & Fastenings	"	"	good	"
Transoms	"	"	"	"
Timbers of Frame at the openings	"	"	"	"
Keelsons	"	"	"	"
Clamps & Shells	"	"	"	"
Engine Room Skylights	good	good	good	good
Coal Bunker, Openings, Lids, &c.	good	good	good	good
Scuppers	good	good	good	good
Cargo & Main Hatchways	good	good	good	good
Hatches	good	good	good	good

General Observations, Opinion as to Class, &c.:

I would respectfully submit, that the arrangement proposed, merits the favourable consideration of the Committee, the vessel being in all other respects in good & efficient condition, and eligible in my opinion to remain as classed.

Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) £ 3 3 0
 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) £ : :
 received by me *12/11/1886*

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

Committee's Minute *TUESDAY NOV 16 1886*
 Character assigned *100 A.1*

Engines & boilers requires to be sealed and cement washed. The Captain proposes having this done during the present voyage, and submitting the tank to survey on the vessel's return. The owners state they are at present unable to inform us when this will be, but have promised to try to give us the necessary information, as soon as the vessel's destination is fixed.

Owners' letter is attached hereto.

Res. L. W. Hing.



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