No. 11421

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26th Aug. 1892 When handed in at Local Office 26th Aug. 1892 Port of Glasgow

30 AUG 92

No. in Reg. Book. 234 — Survey held at Ayr — Date, First Survey 13th Aug. — Last Survey 24th Aug. 1892 (No. of Visits 5)

on the S.S. "Clyde" — Master Anderson

TONNAGE: GROSS 1531 — UNDER DK. 1273 — NET 993

Built at Newcastle — By whom C. S. Swan & Hunter — When 1882 (Year) 8 (Month)

Owners Clyde S.S. Co. of Glasgow (Chas. & W. Jacks) — Port belonging to London

Owners' Address (if not already recorded in Appendix to Register Book.)

Surveyed ~~Afloat or in Dry Dock~~? on Slip — Name of ~~Dock~~ Ayr — Destined Voyage Crosstadt

WB=DBa ..... tons; f ..... tons; uE&B ..... tons; CellDB ..... tons; FPT ..... tons; APT ..... tons; MT ..... tons.

Last Survey, No. 1456 Port Bruo

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A 1		✠ L M C 5,89
1,92		B.S. 5,91
S.S. Con. h: 2-89		

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ins.

(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 or Chains 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.

N.B.—All alterations in the existing records should be underlined.

REPAIRS, ~~OR EXAMINATION AS PER RULE, FOR~~ on account of damage through grounding.

On starboard side forward, 1 garboard plate taken off, faired, and replaced, and 1 faired in place; 3 plates and 3 butt-straps of B strake new, and 1 plate faired in place; 2 plates and 1 butt-strap of C strake new, and 1 plate faired in place; 1 frame faired in place and doubled for a length of 3 ft.; and 30 rivets through frames and floors renewed.

On port side forward, 3 plates and 3 butt-straps of B strake new, and 1 plate faired in place; 3 plates of C strake partly unriveted, faired in place, and re-riveted. 20 rivets renewed on each side in flat of bottom, and the landing edges and butts recaulked in a few places. The tank in after hold cleaned out and the cement renewed in several places. The ceiling, which was removed to admit of repairs being effected, replaced and about 30 ft. of it ~~to be~~ renewed. The cement in way of repairs made good. The tank in fore hold tested with water to the height of the light water line and

(over)

SUMMARY OF DAMAGE REPAIRS:— 8 Plates, Faired or Repaired; 1 Frames, ditto. 8 Plates, Renewed; ✓ Frames, ditto. Other Repairs Minor as above.

PRESENT CONDITION OF THE

Hull	Good	Transoms, ~~Deintons~~ & Crutches	Good	Copper, or Y.M. ✓ (State if on Felt.) When put on, Month ✓ Year ✓	Hatches Good
Fore'ways	"	~~Timbers of~~ Frame at the openings	"		Boats "
Beams	"	~~Ditto~~ ditto at other places	"	Rudder Good	Masts, Yards, &c. "
Fr Dk. Beams & Fastenings	"	Keelsons	"	Windlass & Capstan "	Condition, how ascertained From deck
Aft'r Dk. Beams & Fastenings	"	~~Clamps, Shelf &~~ Stringers	"	Pumps "	Sails Good
Ceiling	"	Salting ✓		Engine Room Skylights "	Anchors No. of 2 B. 1 S. 2 K. See remarks. *
Planking ✓		Ceiling	"	Coal Bunker, Open'gs, Lids, &c. "	Cables, length ✓ size
Nails or Rivets	"	Cement ~~or Asphalt~~ (State which.)	"	Scuppers "	(State if now ranged) Not ranged
Boathooks & Stemson	"	Tanks Fore tank tested (State if now tested.)	"	Cargo & Main H'tchw'ys "	Hawsers & Warps Good
		Caulking of Bot'm, D'k, & Wat'rw'ys	"		Standing & Running Rigging "

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of *ss No.* 1-91 and ptND91, &c.."

This vessel is in good and efficient condition, and, when a first bower anchor has been supplied, will in my opinion be eligible to remain as classed and to have record of survey. Ayr 8, 92.

Office Fee (if chargeable) per Scale II., Sec. 27	£	:	:	Fees applied for, 26/8/1892
Survey Fee (per Section 28)	£	:	:	
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 3	: 3	:	Received by me, 29/8/1892
Travelling Expenses (if chargeable)	£ 1	: 4	: 6	
Second Surveyor's Fee (if any)	£ ✓	:	:	

*Is Certificate now required?

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

Committee's Minute FRI. 2 SEP 1892 — Deferred for Compln. of repts. — TUES. 6 SEP 1892

Character assigned 10 DA

BSS 9/2 — Write Bruo Rpt for Crosstadt 4/9/92 — Rpt to Lw 20/10/92

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Form No. 2 for Repairs. —26.—L.R.P.H.—20,000.—24/9/91. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

11721 Glo

found satisfactory. The bottom cleaned and recoated.

* This vessel lost her first bower anchor some time ago, and the Owners advise us that a new one will be supplied at Barrow, for which port the vessel has sailed. We have advised the Surveyors at Barrow.

Jos. Thomson

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 MARGIN

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