

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book 723 Survey held at Glasgow Date, First Survey 12th March Last Survey 20th May 1895
on the Wood, Iron or Steel SS-Clan Mackenzie (No. of Visits 38) Master H. S. Lunn 95-95
 TONNAGE: Built at Leith By whom Ramage & Ferguson When 1882
 GROSS 295 Owners Cayzer, Irvine & Co Port belonging to Glasgow
 UNDER DECK 2587 Owners' Address
 NET 1036 (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Both Name of Dock Goran & Quinn Its Destined Voyage Calcutta

WB=DbA tons; f tons; uE&B tons; CellDB 360 tons; }
 FPT tons; APT tons; MT tons.

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).
*100A1 ✓		*LMC 7.94
5.93 ✓		
SS GLS No 2-91 ✓		

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. 13507 Port GL

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, 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } 6 ft. 0 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, No 3.

Vessel placed in dry dock. Bottom cleaned, examined and recoated. Chain cables ranged and examined.

Holds, peaks and bunkers cleared. All close ceiling removed throughout vessel. The oxidation entirely removed from the plating, frames, stringers &c. and the parts examined and recoated. Double bottom examined internally and externally fore and aft of vessel, and afterwards tested under water pressure. Mast wedges removed and masts and spars examined. Rigging overhauled and examined. Decks examined. Plating in all cabins examined. ^{Fundis all sidelights} Deck pumps, sluices, windlass and steering gear overhauled and examined. It was not considered necessary to drill the vessel. Equipment examined.

Repairs in way of boilers:—All the floors, girders, angles and bracket plates renewed. Centre line keelson doubled and the top angles renewed. Twenty-four (24) tank top plates renewed (galvanized iron $\frac{1}{2}$ " thick). Six half-diamond plates fitted on top (of)

SUMMARY OF DAMAGE REPAIRS:—Plates, Fair or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE	Doubling Plates under Sounding Pipes	Transoms, Pointers, & Crutches	Copper, or T.M. (State if on Felt.) When put on, Month Year.	Hatches
Decks	Good	Good		Good
Waterways		Timbers of Frame at the openings		Boats
Coamings		Ditto ditto at other places		Masts, Yards &c.
Up'r Dk. Beams & Fastenings		Keelsons	Rudder	Condition, how ascertained by examination
Low'r Dk. Beams & Fastenings		Clamps, Shells & Stringers	Windlass & Capstan	Sails
Plating		Sanding (State if examined.)	Pumps	Equipment letter
Blanking		Ceiling	Engine Room Skylights	Anchors, No. of
Teemals or Rivets		Cement or Asphalt (State which.)	Coal Bunker, Open ga. Lids, &c.	Cables (State if now ranged)
Breasthooks & Stemson		Tanks (State if now tested.)	Scuppers	length 28.5 fms size 1 1/2 dia.
		Caulking of Bot'm, D'k, & Wat'r'ys.	Cargo & Main H'tch'ys	Rule length 270 size 2
				Hawsers & Warps
				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 No. 1-91 and PTND91, &c."

This vessel is in good and efficient condition and in our opinion eligible to remain as classed and to have record of survey 5.95 and the notation of SS GLS No 3-5.95

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) £

*Is Certificate now required? Yes

Committee's Minute

Character assigned

Fees applied for,

21/5/95

Received by me,

22/5/95

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

FRI 24 MAY 1895

HULL CERTIFICATE WRITER.

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Lloyd's Register

GLS172-0144(1/2)

* Certificate, if required, to be sent to

Form No. 2 for Repairs—205—5000—17/12/94—Transfer Ink.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

no. 3

Port of *Glasgow*

Continuation of Report No. *13402* dated *25th May 1895* on the

SS "Clan Mackenzie"

of tank to web frames. Boiler stools renewed.

Repairs to bunkers &c:- Port bunker side bulkhead renewed excepting 3 plates. Starboard bunker side bulkhead renewed excepting 5 plates. Fore cross bunker bulkhead renewed to the height of about 3 ft and the stiffeners renewed. After cross bunker bulkhead renewed to the height of about 3 ft and the upper part and stiffeners entirely renewed. After port pocket bulkhead doubled at the lower part and one stiffener renewed. One stiffener on the starboard pocket bulkhead renewed. Coaling hatchways and shoots partly renewed and the top angles of the beams in way of same renewed.

Stokehold and steam pipe tunnels renewed. One web frame repaired with face and side plates and bross pieces. One stringer angle covered with a face plate. Liddley top and galley floor renewed. Galley bulkhead partly renewed and partly doubled. Bunker ceiling renewed.

Repairs to hull &c:- Rudder replated, rebrushed and repacked. Masts cut at the top end and telescopic topmasts fitted. A considerable number of frames in the poop, bridgehouse and forecastle unriveted for the removal of oxidation and riveted, also several frames in the after hold and bunker tween decks. Two frames in the after hold partly renewed. Several stringer face angles partly renewed and fitted with face plates. Hatchway beading and angles overhauled and partly renewed. The plating under two ports on the starboard side of bridgehouse doubled in one frame space each. Iron doors in alleyways overhauled and partly riveted. A new spur wheel fitted to the windlass. A few shell rivets in the after hold renewed. About 1000 ft of wood ceiling in holds renewed.

H. G. O. C. J. D.
H. H.