

\*19231

# REPORT of SURVEY for REPAIRS, &c.

in Book. No. *4516* Survey held at *Glasgow* Date, first Survey *23<sup>rd</sup> July* Last Survey *26<sup>th</sup> Sept* 1877  
on the *S. "Clencoe"* (Iron) Master *A. Lamont*  
Tonnage under Tonnage Deck *693.85* Built at *Dumbarton* When built *1858*  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck *50.97* Owners *H. Martini & Co. Port belonging to Glasgow*  
Ditto of Forecastle *5.80* Residence *26 Bathwell St. Glasgow*  
Gross Tonnage *750.62* By whom built *Denny & Rantine* Destined Voyage *Clyde to Honolulu*  
Crew Space, as per Rule *23.43* If Surveyed Afloat or in Dry Dock *In Dry Dock and Afloat*  
Register Tonnage, cut on Beam *727.19*  
Engine Room  
Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
Length of Poop *33.8* ft. Ditto, Forecastle *33.8* ft. Ditto, Raised Quarter Deck  
Registered Dimensions, Length *185.0* x *30* x *18.8*  
First Survey, No. *14436* Port *Iron* Classed *S. S. Cly. No 1-73* 775  
P. I. No 369

PAIRS, OR EXAMINATION AS PER RULE, *On account of Damage*

*Periodical Survey No 2, and Alterations.*

Damage—Two shell plates in flat each side repaired, necessary cement and celling to effect repairs in same, removed and made good; houses pipe chocks, bowsprit and Knight-head chocks, 6 shell plates of Forecastle and main Rail moulding repaired; about 50 feet of forward part of main deck wood waterway each side lifted, renewed as far as after part of Forecastle with Teak, remainder formed into a gutter waterway; starboard side-mooring bitts re-fitted and refastened, Forecastle deck and main deck where necessary caulked. Bottom scraped cleaned and re-coated.

Periodical Survey No 2. All the remaining ceiling and sparring and cement in flat of hold removed about 30 ft. each side of inside strake of partially wasted shell plating, next garboards, doubled from

Present Condition of the

ks	Good	<del>Transoms</del> Rivets.	Good	Windlass and Capstan	Good
terways	do	Breasthooks and Stemson	do	Pumps	do
ings	do	Transoms, Pointers, and Crutches	do	Boats 4 no.	do
er Deck Beams & Fastenings	do	<del>Transoms</del> of the Frame at the openings	do	Masts, Yards, &c.	do
er Deck Beams & Fastenings	do	<del>Rails</del> Ditto at other places	do	Condition, how ascertained	By examination
ksheers	do	Keelsons	do	Sails	Two sets Good
strakes	do	Clamps and Shelves	Securities do	(13 new pieces now supplied)	
sides	do	Ceiling	do	Anchors No. of	3 B. 1 S. 2 R.
es	do	Rudder	do	Cables (ranged)	Completed in good order
ating	do	<del>Copper</del> Coating When put on	Augt 1877	Hawsers and Warps	Well Found
(Bottom) and Counter	do	Caulking of		Standing & Running Rigging	Good
Room Skylights		Bottom, Deck, & Waterways	Good		
Coal Bunker, Openings, Lids, &c.		Scuppers	Good	Cargo and Main Hatchways	Good
				Hatches	Good

Observations, Opinion as to Class, &c. *The repairs and alterations, with the requirements of the second survey for Iron Ships, have been satisfactorily carried out; the vessel is now in good and efficient condition, eligible to remain as classed, and marked S. S. Cly. No 2-77.*

Amount of Entry Fee ... £ 2 : 0 : 0 received by me, *Sept 27<sup>th</sup>*

Special ... £ 4 : 4 : 0 *Sept 1877*

Certificate (if required) ... £ 0 : 0 : 0

Expenses, if any, £

Committee's Minute

2nd October, 1877.

Character assigned

*\*A I*

*S. S. No 2-77*

*DM*

*Saml. Lanthorn*

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

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IRON 473-0547



19231 Iron

edge to edge with  $9/16$  plating; a large number of rivets renewed in lands butts and frames; double angle irons on upper part of hull beams repaired; vessel chipped scraped and cleaned all over inside where necessary, all re-coated and cement made good; ceiling re-laid, mostly renewed with Pitch Pine; windlass unhung, Chain cables ranged, and with Equipments found complete and in good order

On account of alterations - Wood waterways and rough-tree stands removed, main deck stringer plate fitted with gunwale angle iron  $10 \times 4 \times 8/16$  and gutter angle irons, from Forecastle to Quarter, former gutter waterways, cemented; wood bulwarks and stanchions renewed with iron, and about 3 strakes each side of main deck adjoining the gutter waterways, Chain plates removed repaired and re-fitted where necessary, new main Rails

Now converted into a Barque, new Mizzen topmast, new Gaff and Fore topgallant mast.

Pumps and all the Rigging overhauled and made good; a few rivets renewed in Rudder.

Saml. Lanthorn



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