

REPORT of SURVEY for REPAIRS, &C.

No. 4821

Port of Glasgow

Received in London Office,

MONDAY 23 FEB 1887

No. in Reg. Book.

Survey held at

Glasgow

Date, First Survey

10th Nov.

Last Survey

22nd Nov. 1887

on the

Iron S.S. "Clan Stuart"

Master

Howe

1884-1887

TONNAGE:-

NET 1355

GROSS 2094

UNDER DK. 1911

Built at

Dumbarton

By whom

A. McMillan & Sons

When

1879-80

Owners

Cayzer, Irvine & Co.

Port belonging to

Glasgow

Owner's Address

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

Surveyed Afloat or in Dry Dock

Name of Dock

Govan Dry Dock

Destined Voyage

Cape Town

Length of Poop

ft. of Forecastle

ft. of Raised Or. Deck

ft. of Moulded Depth

26 ft. 6 ins.

(if these particulars are not yet recorded in the Register Book.)

Classed

S

100 A.1

Last Survey, No.

2828

Port

Fal

S.S. Lir No 1-82

10:86

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage Repairs & part S.S. No. 2.

The repairs recommended in the Report of Damage Survey made at Dalmore, have now been completed, and include new wheel box and gratings aft, tear ladder & bridge, the whole of the fitting in Saloon and Cabin in after deck house, 20 ft. of tear main rail on port side aft renewed, Cabin & light repaired; the rudder stops were found bent & the rivets broken, these have been taken off, joined, replaced, and re-riveted; the rudder has been lifted the pintles examined and the two lower pintles bushed.

Mr S.S. No. 2 - The keel has been placed in dry dock bottom cleaned and recoated. Chain cables sampled. The fore and after peaks, fore and after holds, the after water ballast tank, and the engine & boiler rooms have all been examined as required for S.S. No. 2, and all found in good condition except the cement in after hold which was found broken in places & has now been partly renewed. The inside of after ballast tank has been sealed.

PRESENT CONDITION OF THE

Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	"	Securing Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stanchions	"	Windlass & Capstan	"	Condition, how ascertained	Mr. Ark.
Up'r Dk. Beams & Fastenings	"	Transoms, Balances, & Scatches	"	Pumps	"	Sails	good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors No. of	3 B.S. 2K.
Stanchions	"	ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	Ranged 270 lbs.
Sheerstrakes	"	Keelsons	"	Supporter T&B	"	Hawsers & Warps	good
Topsides	"	Clamps & Straps	"	When put on	"	Standing & Running Rigging	"
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	Cargo & Main Hatchways	good
Hatches	"						

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

This vessel is now in good & efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...

Office Fee (if chargeable) per Scale II., Sec. 27...

Survey Fee (per Section 28) ...

Special on 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) ...

Committee's Minute

Character assigned

Fees

received by me,

25/2 1887

Ras. Lowing.

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

Lloyd's Register Foundation

and recoated with cement wash. 12 struts of upper deck planking have been renewed on starboard side, and 7 on port side aft; and 7 on starboard side, and 3 on port side forward. 15 fathoms of chain cable has now been renewed, the particulars of the Certificate are as follows - No. 15545 - 15 fms. $1\frac{3}{16}$ " "Steel link cable, Test $\frac{82.15.0.8}{59.2.2.0}$ Tested at Dudley, 18th Feb^y 1887. by D. G. Lewis.

To complete the S.S. No. 2 the bunkers have to be examined, the forward ballast tank has to be examined inside, and both ballast tanks require to be tested. The owners propose proceeding with the survey on the return of the vessel.

Chas. Foulking.