

REPORT of SURVEY for REPAIRS, &c.

No. *1302* Date of Writing Report *27 July 1891* Port of *New York*
 No. in Reg. Book. *1588* Survey held at *New York* Date, First Survey *17 July* Last Survey *7 July 1891*
 on the *S.S. Strathleven* Master *R. L. Brinck* 9046
 (No. of Vessels)

TONNAGE:— Built at *Glasgow* By whom *Blackwood & Johnston* When *1875*
 NET *1588* Owners *Burrell & Son* Port belonging to *Glasgow*
 GROSS *2436*

UNDER DK. *2257* Owners' Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Any Dock* Name of Dock *Sectional* Destined Voyage *China & Japan*

Length of Poop *52* ft.: of Forecastle *41* ft.: of Raised Or. Deck *Sectional* ft.: Moulded Depth *100*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *36525* Port *Liv*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

This vessel stranded in Worsing Bar on her recent voyage from Japan to New York.
Has now been examined in a dry dock and found free from injury.
Bottom cleaned and recoated.

PRESENT CONDITION OF THE	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	Good
Decks							
Waterways	<i>de</i>	Trunnions or Rivets	<i>de</i>	Rudder	<i>de</i>	Masts, Yards, &c.	<i>de</i>
Comings	<i>de</i>	Breasthooks & Stemson	<i>de</i>	Windlass & Capstan	<i>de</i>	Condition, how ascertained	<i>from deck</i>
Up'r Dk. Beams & Fastenings	<i>de</i>	Transoms, Pointers, & Crutches	<i>de</i>	Pumps	<i>de</i>	Sails	<i>well painted</i>
Low'r Dk. Beams & Fastenings	<i>de</i>	Timbers of Frame at the openings	<i>de</i>	Cement (if Iron Ship)	<i>de</i>	Anchor	No. of <i>310</i> / <i>15</i> / <i>Stages</i>
Plank sheers	<i>de</i>	Ditto ditto at other places	<i>de</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>de</i>	Cables	<i>Complete</i>
Sheerstrakes	<i>de</i>	Keelsons	<i>de</i>	Copper, or Y.M. (State if on Felt.)	<i>de</i>	Hawsers & Warps	<i>sufficient</i>
Topside	<i>de</i>	Clamps & Shelves	<i>de</i>	When put on	<i>de</i>	Standing & Running Rigging	<i>good</i>
Wales	<i>de</i>		<i>de</i>		<i>de</i>	Hatches	<i>de</i>
Engine Room Skylights	<i>de</i>	Keel Bunker, Openings, Lids, &c.	<i>de</i>	Scuppers	<i>de</i>	Cargo & Main Hatchways	<i>de</i>

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

This vessel appears in good Condition and eligible to remain as classed, and to have fresh records of survey 7.91.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		
Office Fee (if chargeable) per Scale II., Sec. 27...	£		
Survey Fee (per Section 25)	£		
Special on Damage, Fee (if any) (per Sec. 25)	£	<i>3</i>	<i>3</i>
*Certificate (if required) to be sent as per margin	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Fees applied for,

32 July 1891

Received by me,

2 July 1891

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

Committee's Minute

Character assigned

Sam

FR. 31 JUL 1891

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