

# REPORT of SURVEY for REPAIRS, &c.

No. *5373*

(Received at London Office, *9/17/81*)

No. in Survey held at *Glasgow*  
Reg. Book.

Date, first Survey *28 April* Last Survey *3 May* 188*1*

*245* on the *Iron S.S. Carfin*

Master *H. Hutchison*  
YEAR. MONTH.

Official Number  
TONNAGE under Tonnage Deck *1186*  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *1190*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St'mer, cut on Bm. *766*

Built at *Glasgow* When built *1877*  
Owners *W. Dixon & Co. (Lim.)* Port belonging to *Glasgow*  
Residence *Glasgow*  
By whom built *London & Glasgow S.S. Co.* Destined Voyage *Bilbao*  
If Surveyed Afloat or in Dry Dock *Henderson's dry dock & afloat*  
(State Name of Dock)

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. Character in Register Book.

Last Survey, No. *28409* Port *Iron* Classed *100A.1.*

REPAIRS, OR EXAMINATION AS PER RULE *Special Survey No. 1.*  
Cause of Repairs to be clearly stated.

*Bottom of vessel cleaned and painted*  
*Loose ceiling lifted off the tops of the inner bottoms in the*  
*main and after holds - the cement and iron work inside the*  
*double bottoms examined, and the inner bottom afterwards*  
*tested by a height of water to the light line - all satisfactory.*  
*The cement and iron work under the engines and boilers examined*  
*and found in good condition - as also was the fore peak.*

Present Condition of the

Decks <i>good</i>	<del>Transoms</del> <i>Rivets</i> <i>good</i>	Windlass and Capstan <i>good</i>
Waterways	Breasthooks and Stems	Pumps
Timings	Transoms, Portals, and Grates	Boats <i>14.25</i>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	<del>Ditto</del> <i>BRID</i> <i>at other places</i>	Condition, how ascertained <i>from deck</i>
Planksheers	Keelsons	Sails <i>good</i>
Sheerstrakes	Clamps and Shells	Anchors No. of <i>3 B. 15. 27.</i>
Topsides <i>Plating</i>	Ceiling	Cables <i>said to be complete</i>
Wales	Rudder	Hawsers and Warps <i>good and</i>
Plank (Bottom) and Counter	Copper (or Y.M.) <i>—</i> When put on <i>—</i>	Standing & Running Rigging <i>sufficient</i>
Engine Room Skylights <i>good</i>	Caulking of	Cargo and Main Hatchways <i>good</i>
Coal Bunker, Openings, Lids, &c. <i>good</i>	Bottom, Deck, & Waterways <i>good</i>	Hatches <i>good</i>
General Observations, Opinion as to Class, &c.	Scuppers <i>good</i>	

*The requirements for the S.S. No. 1. have now been fully*  
*complied with; the vessel is now in good condition and is*  
*eligible in my opinion to remain as classed, and to be*  
*marked in the Register Book S.S. No. 1 - 1881.*

The Amount of Entry Fee ... £ *— : —* received by me, *May 1881*  
Special ... £ *3 : 3* : *—* *7/5/1881*  
Certificate (if required)  
to be sent as per margin... £ *— : —*

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

(Travelling Expenses, if any, £ *—*)  
Committee's Minute *Tuesday, May, 10th 1881.*

Character assigned *100A.1*  
*S.S. No. 1*  
*Deep Ref. 5.11*  
ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 49, Old Street Goswell Road, London.