

REPORT of SURVEY for REPAIRS, &c.

No. *5586* (Received at London Office, *13/1/82*)
 No. in Survey held at *Glasgow* Date, first Survey *6 Dec.* Last Survey *28 Dec.* 188*1*
 Reg. Book. *1133* on the *Iron S.S. Ardarchan* Master *R. South*
 TONNAGE under Tonnage Deck *920*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1174*
 Crew Space, as per Rule
 Register Tonnage, on Beam
 Engine Room
 Reg. Tons as St'ner, put on Bm. *741*
 Built at *Port Glasgow* When built *1880*
 Owners *W. Laren & Co.* Port belonging to *Glasgow*
 Residence *Glasgow*
 By whom built *Murray & Co.* Destined Voyage
 If Surveyed Afloat or in Dry Dock *Ingles' slip*
 (State Name of Dock)
 Length of Poop ft. *741* Ditto, Forecastle ft. *1174* Ditto, Raised Quarter Deck ft. *1174*
 Years assigned. *100 A. 1.*
 Character in Register Book. *1. 01.*

Last Survey, No. *40023* Port *London*
 REPAIRS, OR EXAMINATION AS PER RULE *Damage Repairs*
 Cause of Repairs to be clearly stated.

This vessel having grounded and afterwards experienced very heavy weather the following repairs have now been done:-
The stern frame (found broken at the keel close to the heel of the propeller post, also cracked at the rudder post below the counter) removed, a new keel portion welded to the posts, the cracks repaired and the stern frame re-fitted and riveted in place. The rudder frame, (found twisted and bent and broken at the back) heated, joined, a new piece welded into the back, and the plating to the same re-fitted and riveted. The after steering gear being also broken, now renewed.
The bottom of the vessel cleaned and re-coated.

Present Condition of the			
Decks	<i>good</i>	Transoms, Riggers, and Crutches	<i>good</i>
Waterways	<i>"</i>	Breasthooks and Stems	<i>"</i>
Comings	<i>"</i>	Transoms, Riggers, and Crutches	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>Not seen</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>
Planksheers	<i>"</i>	Keelsons	<i>good</i>
Trunks	<i>"</i>	Clamps and Shelves	<i>"</i>
Plating	<i>"</i>	Ceiling	<i>"</i>
Bottom (or Y.M.) and Counter	<i>"</i>	Rudder	<i>"</i>
Skylights	<i>good</i>	Copper (or Y.M.)	<i>When put on</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Caulking of	<i>"</i>
Scuppers	<i>good</i>	Bottom, Deck, & Waterways	<i>good</i>
Standing & Running Rigging	<i>sufficient</i>	Windlass and Capstan	<i>good</i>
Cargo and Main Hatchways	<i>good</i>	Pumps	<i>"</i>
Hatches	<i>good</i>	Boats	<i>"</i>
		Masts, Yards, &c.	<i>"</i>
		Condition, how ascertained	<i>from deck</i>
		Sails	<i>good</i>
		Anchors No. of	<i>3 B. 1 S. 2 R.</i>
		Cables	<i>said to be complete</i>
		Hawsers and Warps	<i>good and</i>
		Standing & Running Rigging	<i>sufficient</i>
		Cargo and Main Hatchways	<i>good</i>
		Hatches	<i>good</i>

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

received by me, *G. Stanbury*
 11 Jan 1882
 Surveyor to Lloyd's Register of British and Foreign Shipping.