

REPORT of SURVEY for REPAIRS, &c.

No. *5646* Survey held at *Glasgow* Date, first Survey *15th* Last Survey *13 Mar.* 1882
 Reg. Book. *615* on the *Iron S. Loch Ness* Master *W. Mathieson*
 TONNAGE under Tonnage Deck *1121* Built at *Glasgow* When built *1869*
 Ditto of Spar Deck, or Awning Deck Owners *Glasgow Shipping Co. Port belonging to Glasgow*
 Ditto of Poop Residence *Glasgow*
 Ditto of Raised Gr. Dk. By whom built *Barnley & Co. Ltd.* Destined Voyage *Melbourne*
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Henderson's dry dock & afloat*
 Gross Tonnage *1248* (State Name of Dock)
 Crew Space, as per Rule Register Tonnage, cut on Beam *1190*
 Engine Room Reg. Tons as Stmer, cut on Bm.

Length of Poop *40* ft. Ditto, Forecastle *36* ft. Ditto, Raised Quarter Deck *—* ft. Years assigned. Character in Register Book.
 Last Survey, *27524* Port *Liv* Classified *A. 1.*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. No. 3.* *S.S. No. 2-78* *3.81.*
 Cause of Repairs to be clearly stated.

The bottom cleaned and recoated, the rudder lifted and the pintles lashed, the whole of the close ceiling lifted and the iron work of the hull clipped free from rust and recoated, the cement found in good condition; the ceiling renewed where required - the principal portion of it being retred and fastened. The fore and after peaks, fore-castle and poop cabin sides cleaned free from rust and recoated. Under the side lights in the cabins the plates bored and doubled between the frames in two places where thin. The masts and spars examined, and the following now renewed: the main topmast, main topgallant mast, yard, fore topgallant mast also the main topgallant mast; the balters for the fore and main lower rigging; the fore and aft stays and other portions of the rigging renewed. The chain cable ranged 285 fathoms.

Present Condition of the	Remarks	Remarks
Waterways	<i>good</i>	<i>good</i>
Comings	<i>good</i>	<i>good</i>
Upper Deck Beams & Fastenings	<i>good</i>	<i>good</i>
Lower Deck Beams & Fastenings	<i>good</i>	<i>good</i>
Planksheers	<i>good</i>	<i>good</i>
Sheerstrakes	<i>good</i>	<i>good</i>
Topsides	<i>good</i>	<i>good</i>
Wales	<i>good</i>	<i>good</i>
Plank (Bottom) and Counter	<i>good</i>	<i>good</i>
Engine Room Skylights	<i>good</i>	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	<i>good</i>
Scuppers	<i>good</i>	<i>good</i>
General Observations, Opinion as to Class, &c.	<i>good</i>	<i>good</i>

This vessel is now in good and efficient condition and the whole of the requirements of the rule for the S.S. No. 3, having been complied with, we are of opinion she is eligible to remain as classed and to be marked in the Register Book S.S. No. 3. Clyde 1882.

Amount of Entry Fee ... £ : : received by me, *G. Stambury*
 Special ... £ *6 : 6 : 0* 15 March 1882 *G. Rendall*
 Certificate (if required) } £ : :
 to be sent as per margin...
 (Travelling Expenses, if)
 Committee Minute *Friday, March, 17th. 1882.*
 Character assigned *S.S. No. 3, 02*
 Lloyd's Register of British and Foreign Shipping.
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