

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 8th FEB. 83.)

No. in Survey held at *999* *Glasgow* Date, first Survey *22<sup>nd</sup> Jan* Last Survey *30<sup>th</sup> Jan* 18*83*  
 Reg. Book. *563* on the *Iron Ship Loch Torridon* Master *Pattman*

TONNAGE under Tonnage Deck *1931*  
 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 *2001*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam *2000*  
 Engine Room  
 Reg. Tons as Stmer, cut on Bm.  
 Built at *Glasgow* When built *1881 11*  
 Owners *Arthur Laidburn & Co* Port belonging to *Glasgow*  
 Residence *Glasgow*  
 By whom built *Barclay Curle & Co* Destined Voyage *Glas. Melbourn*  
 If Surveyed Afloat or in Dry Dock *Afloat in Queens dock*

Length of Poop \_\_\_\_\_ ft. Ditto, Forecastle \_\_\_\_\_ ft. Ditto, Raised Quarter Deck \_\_\_\_\_ ft. Years assigned. *100 A 1* Character in Register Book. *12 01*  
 Last Survey, No. *42083* Port *Loch* Classed *100 A 1*  
 REPAIRS, OR EXAMINATION AS PER RULE *repaired & in Falkmouth Sept. Nov 82*

Cause of Repairs to be clearly stated.

*On account of stress of weather*  
*Boats repaired. Midbeams & Compass Pillars renewed. Davits*  
*reset & iron Steering wheel renewed and the rest of the*  
*deck fittings as enumerated in the above named Report*  
*made good, also. Chammers supplied. Viz 12" 7. (2) 6" 2 1/2 5"*

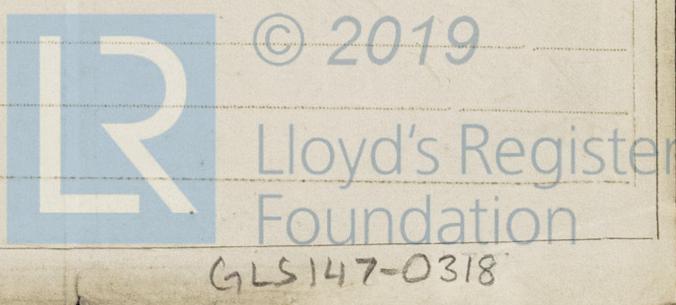
Present Condition of the					
Decks	<i>Good</i>	Trunnels	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>✓</i>	Breasthooks and Stenson	<i>Good</i>	Pumps	<i>✓</i>
Comings	<i>✓</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>✓</i>
Upper Deck Beams & Fastenings	<i>✓</i>	Timbers of the Frame at the openings	<i>✓</i>	Masts, Yards, &c.	<i>✓</i>
Lower Deck Beams & Fastenings	<i>✓</i>	Ditto Ditto at other places	<i>✓</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>✓</i>	Keelsons	<i>Good</i>	Sails	<i>Said to be complete</i>
Sheerstrakes	<i>✓</i>	Clamps and Shelves	<i>✓</i>	Anchors	<i>No. of 3 1/2 1 1/2 2 1/2</i>
Topsides	<i>✓</i>	Ceiling	<i>✓</i>	Cables	<i>Said to be complete</i>
Wales	<i>✓</i>	Rudder	<i>✓</i>	Hawsers and Warps	<i>Several new</i>
Plank (Bottom) and Counter	<i>✓</i>	Copper (or M. Cem) When put on	<i>✓</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>✓</i>	Caulking of	<i>✓</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Scuppers	<i>✓</i>				

General Observations, Opinion as to Class, &c.  
*This ship is now in good and efficient condition eligible*  
*to remain as classed 100 A 1*

The Amount of Entry Fee ... £ - : - : received by me, }  
 Special ... £ - : - : 18 }  
 Certificate (if required) }  
 to be sent as per margin... } £ - : - :  
 (Travelling Expenses, if any, £ )

*R. Pattman*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *Friday, 9th February, 1883.*  
 Character assigned *100 A 1*



Surveys are requested not to arrive on or before the space for Committee's Minute.