

REPORT of SURVEY for REPAIRS, &c.

No. *6505*

(Received at London Office, Rec'd 1st May 1884)

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

Date, first Survey *5 April* Last Survey *22 April* 1884

573 on the *Iron S. Loch Vemurshan*

(No. of Visits)

Master *W. Benneth*
YEAR. MONTH.

Official Number
TONNAGE under Tonnage Deck *1362*
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 *1557*
Crew Space, as per Rule
Register Tonnage, cut on Beam *1485*
Engine Room
Reg. Tons as St' mer, cut on Bm.

Built at *Glasgow* When built *1875*
Owners *Glasgow Ship Co.* Port belonging to *Glasgow*
Residence *Glasgow*
By whom built *J. & G. Thomson* Destined Voyage *Melbourne*
If Surveyed Afloat or in 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. *43639* Port *Lon* Classed *100A.1.*
REPAIRS, OR EXAMINATION AS PER RULE *Completion of S.S. No. 2.* S.S. Ind. No. 1. '80. *3. '83*
Cause of Repairs to be clearly stated.

With reference to London Report No. 43639, the S.S. No. 2. (part done in London recently) has now been completed as follows:—
The timber boards and ceiling equal to three strakes on each side have been removed from the fore part of the main hatchway to right aft, also one strake of ceiling on each side from the fore part of the main hatchway to the chain locker has been removed and the cement floors examined at these places as well as in the bottom of the chain locker. The chain cables ranged (270 fms.).

A few planks of ceiling under the main hatchway and after hatchway now removed. A new steel wire tow line 4" (75 fms.) and 15 fms. of 12" hemp supplied. The original top gallant mast with the "fided" royal masts carrying sky sail yards and masts have been removed now, and new pitch pine top gallant and royal masts in one, fitted to the fore p.d.o.

Present Condition of the

Decks	<i>See London Report No. 43639.</i>	Transoms, Rivets	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways		Breasthooks and Stomson	"	Pumps	"
Comings		Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings		Ditto Ditto at other places	"	Condition, how ascertained	<i>See London Rep.</i>
Planksheers		Keelsons	"	Sails	"
Sheerstrakes		Clamps and Shells	"	Anchors No. of	"
Topsides		Ceiling	"	Cables	<i>ranged, 270 fms.</i>
Wales		Rudder	"	Hawsers and Warps	<i>good and</i>
Plank (Bottom) and Counter		Copper (or Y.M.) When put on	"	Standing & Running Rigging	<i>sufficient</i>
Engine Room Skylights	<input checked="" type="checkbox"/>	Caulking of Bottom, Deck, & Waterways	<i>good</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<input checked="" type="checkbox"/>	Scuppers	<i>good</i>	Hatches	<i>good</i>

General Observations, Opinion as to Class, &c.
This vessel (where examined) is now in good and efficient condition, and the S.S. No. 2. being now completed, she is eligible in my opinion to remain as classed and to have the S.S. No. 2. 1884, recorded in the Register.

The Amount of Entry Fee... £ : : received by me, *J. H. M.*
Special... £ *3 : 3 : 0* 29th 1884
Certificate (if required) to be sent as per margin... £ : :
(Travelling Expenses, if any, £)

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

Committee's Minute *FRIDAY 2 MAY 1884 18*

Character assigned *100A.1*
S.S. No 2-84



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6505 gls

main and seven masts of the vessel - the shipyard and
being no longer carried.

J. Stanbury



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