

REPORT of SURVEY for REPAIRS, &c.

No. 4640 Port of Glasgow Received in London Office, THURS 30 SEPT 1886
 No. in Reg. Book. 838 on the Glen S.S. 'Clan Monroe' Date, First Survey 2nd Sept Last Survey 23rd Sept 1886
 Master T. Cairns

TONNAGE:—
 NET 1437
 GROSS 2197
 UNDER DECK 1284
 Built at Sunderland By whom Bartram Harwell & Co. When 1881 11
 Owners Cayzer, Irvine & Co. Port belonging to Glasgow
 Owner's Address (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat and in Dry Dock Name of Dock Anderson's dock Destined Voyage Kinnaird
 Length of Keel ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 25 ft. 10 ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 9118 Port Greenock
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in salt water 5 ft. 2 ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. } in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE

Vessel placed in dry dock, bottom cleaned and recoated.

From the owners' letter attached hereto, it will be seen that it was not convenient to complete the S.S. No. 1 at the present time, but that arrangements will be made for completing it, on the vessel's return from present voyage.

PRESENT CONDITION OF THE		Plating		Ceiling		Boats	
Decks	<u>good</u>	Plating (Bottom) & Counter	<u>good</u>	Rudder	<u>good</u>	Masts, Yards, &c.	<u>good</u>
Waterways	<u>good</u>	Transoms or Rivets	<u>good</u>	Windlass & Capstan	<u>good</u>	Condition, how ascertained	<u>From deck</u>
Comings	<u>good</u>	Breasthooks and Stemson	<u>not seen</u>	Pumps	<u>good</u>	Sails	<u>good</u>
Up'r Dk. Beams & Fastenings	<u>good</u>	Transoms, Painters, & Girt-ropes	<u>good</u>	Cement (if Iron Ship)	<u>not seen</u>	Anchors	No. of <u>3 D. 1 S. 1 K.</u>
Low'r Dk. Beams & Fastenings	<u>good</u>	Timbers of Frame at the openings	<u>good</u>	Caulking of Bot'm, D'k, & Wat'rways	<u>good</u>	Cables	<u>stated to be complete</u>
Sheerstrakes	<u>good</u>	ditto at other places	<u>not seen</u>	Scuppers	<u>good</u>	Hawsers & Warps	<u>good</u>
Topsides	<u>good</u>	Keelsons	<u>good</u>	Cargo & Main Hatchways	<u>good</u>	Standing & Running Rigging	<u>good</u>
Wales	<u>good</u>	Clamps & Shells	<u>good</u>	Hatches	<u>good</u>		
Engine Room Skylights	<u>good</u>	Coal Bunker, Openings, Lids, &c.	<u>good</u>				

General Observations, Opinion as to Class, &c.:

This vessel is now in good & efficient condition, in view of the owners' promise to complete the S.S. No. 1 on her return, I would respectfully submit she be allowed to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (if any) (per Sec. 28) £ : :
 *Certificate (if required) to be sent as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 received by me, 188 }
 Committee's Minute

Character assigned 100 A
FRIDAY 1 OCT 1886

Chas. Forth
 Surveyor to Lloyd's Register of British & Foreign Shipping.