

8247
C.

Port of Glasgow

Received in London Office.

SAI 3 DEC 1987

N.Y. on the *Hon. Barque Nor-Neset* Master *R^d. Goulden 1887-1889*

TONNAGE:		<i>P.R.</i> MONTH.
	<i>\$ 71.33.12</i>	

If Surveyed Afloat or in Dry Dock Both Name of Dock Govan No. 2 Destined Voyage Mauritius

Classed ☒ if a Wood Ship. ☒ Register Book. *A1

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. *Secy Secy 11th 10th Nov. 1889.* (if assigned) as painted on Ship

Season	Length	Breadth	Depth	Weight	Value
in Summer	3	ft.	0	ins.	
in Winter	NA .3	ft.	3 1/2	ins.	

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and for s.s. No. 2.

The Vessel having received damage during heavy weather on the 3.rd October 1887 when on a voyage from Savannah La Mar towards Glasgow has had the following repairs effected viz: - Port side quidships. About fifty feet of Topgallant rail, ten wood stanchions and thirty four feet topgallant wood bulwarks renewed. Five plates of Main bulwarks, fifty six feet of Teak Main rail and about twenty eight feet of teak facing piece also renewed, with heavy rail angle iron; six T iron bulwark stiffeners, three stanchions, and three fore-rigging chain plates repaired, Main plank renewed for twenty one feet. Jolly boat extensively repaired. New harnesses supplied.

For Survey No. 2. The Vessel placed in the Dry Dock, ceiling hatches removed fore and aft, caement examined and repaired, floors cleaned and caement washed and ceiling in part renewed. Fore peak examined cleaned and caement washed. Mountings of three lower deck beams renewed. Hull cleaned and coated. The cables ranged and together with the Anchor examined and found in good order. Masts, Spar

PRESENT CONDITION OF THE		Plating		Plank (Bottom) & Counter		Ceiling		Boats (1 new)	
Decks	Good	Plank	Good	Rudder	Good	Masts, Yards, &c.	do.	Condition, how ascertained	Examined
Waterways	do.	Iron nails or Rivets	do.	Windlass & Capstan	do.	Sails (several new)	Good	Anchors	No. of 3 B. 18 1/2 2k
Comings	do.	Breasthooks and Stemson	do.	Pumps	do.	Cables	3 3/4 fms 1 7/16 - 1 7/16	Hawsers & Warps	Good
Up'r Dk. Beams & Fastenings	do.	Transoms, Pointers, & Crutches	do.	Cement (if Iron Ship)	do.	Standing & Running Rigging	do.	Hatches	Good
Low'r Dk. Beams & Fastenings	do.	Timbers of Frame at the openings	do.	Caulking of Bot'm, D'k, & Wat'rways	do.				
Plank-sheers	Good	ditto ditto at other places	do.	Copper, or Y.M.	-				
Sheerstrakes	Good	Keelsons	do.	(State if on Felt)	-				
Topsides	do.	Clamps & Shelves	do.	When put on	-				
Wales	✓								
Engine Room Skylights	✓	Coal Bunker, Openings, Lids, &c.	✓	Scuppers	Good	Cargo & Main Hatchways	Good		
General Observations Opinion as to Class B									

General Observations, Opinion as to Class, Recommendation, &c. :
This Vessel is in good and efficient condition and the requirements for Survey No. 2 have been complied with. I am of opinion that she is entitled to the entry S.S. Gls. No. 2-8% and the freeboard to be recorded in the Register Book.

Entry Fee (if chargeable) per Scale I., Sec. 27.....	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.....	£	:	:
Survey Fee (per Section 28)	£	5	5 0
Special on Damage, Fee (if any) (per Sec. 28)....	£	3	3 0
*Certificate (if required) to be sent as per margin	£	:	5 0
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	10 6

Committee's Minute *LM* *TUESDAY 6 DEC 1887*
Character assigned ** A*
S.S. No 2 - by second published
ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

(Insert Character precisely as in Register Book)

GS154-0353 (1/2)

and rigging examined, and the Main Lower Land and Fore and Main Lower Topsail Lards found unfit for further use and renewed. Fore rigging port side repaired, new steel Hawser 90 fms $3\frac{1}{4}$ in. and several new sails supplied. Topsail Land Shuig hoop repaired.

The Freeboard assigned to this Vessel by the Committee (Secretary's letter M 10th & 12th November 1887) has been marked and checked upon the Vessel's sides.

H. J. Lomcher-Dutton
2/12/87.