

REPORT of SURVEY for REPAIRS.

and S.S. No. 2.

Rec 25/5/68

No. in Reg. Book. **305** No. **3420** Survey held at **Grangemouth** Date **15th 4th May** 18**68**
 on the **Iron Screw Steamer "Forth"** Master **P. McWay**
 Tonnage **499** Built at **Glasgow** When built **1862**
 By whom built **Barclay** Owners **Garron Bay**
 Port belonging to **Grangemouth** Destined Voyage **London**
 If Surveyed Afloat or in Dry Dock **Dry Dock**

Last Survey, No. **2921** Port **Iron.** Classed **9.A.1.**
 9-62

REPAIRS

Now done. - Limber Boards and Ceiling equal to three strakes on each side removed. Plating scraped clean both outside and inside. Windlass stopped. Cables ranged. Outside coated with three coats of Paint on the Bottom, above with two coats, as also the inside where exposed.

Present Condition of the

Decks	<i>Good</i>	Rivets	<i>Good where seen</i>	Windlass and Capstan	<i>Good & Sufficient</i>
Waterways	"	Breasthooks and Stemson	"	Pumps	<i>5</i>
Comings	"	Transoms, Pointers, and Crutches	"	Boats	<i>3</i>
Upper Deck Beams & Fastenings	"	Timbers of the Frames at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	"
Planksheers	"	Keelsons	"	Sails	<i>D.S.</i>
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of <i>3 B. 1 S. 2 W.</i>
Topsides	"	Ceiling	"	Cables	<i>210 fathoms</i>
Wales	"	Rudder	"	Hawsers and Warps	"
Plating (Bottom) and Counter	"	Copper	<i>When put on</i>	Standing & Running Rigging	"

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. *Good where tried.*

The requirements of the Rules Survey No. 2 for Iron Ships have now been complied with, and the vessel is in good and efficient condition, eligible in my opinion to be classed **A.1.** in compliance with the Owners wish, subject to the approval of the Committee.

The Amount of Fee.....£ **1 : 0 : 0** is received by me,Special..... **3 : 3 : 0**Certificate (if required) **£ 0 : 3 : 0**Committee's Minute **26th May** 18**68**Character assigned **B**

S.S. No. 2-68



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