

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** *90* on the *Saint Marnock* Survey held at *London* Date, first Survey *2/10/76* Last Survey *12 Oct^r 1876* Master *[Signature]*

TONNAGE under Tonnage Deck *1193*
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop
 Ditto of Raised Qr. Deck
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1258*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engin^r Room *1258*
 Reg. as St^rmer, cut on Bm.
 Built at *Liverpool* When built *1867 - 68*
 Owners *Rankin, Gilman & Co.* Port belonging to *Glasgow*
 Residence
 By whom built *Royden* Destined Voyage
 If Surveyed Afloat or in Dry Dock *On the pontoon Victoria Docks*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *11.75* Character in Register Book. **A.1*
 Last Survey, No. *13373* Port *Swan* S.S. *N^o 2*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. Liv. N^o 1-71*

Bottom and keel cleaned, examined and painted.
 Limbers and ceiling in Hold equal to three strakes each, removed from the collision bulkhead to the seventh beam fore side of main hatch - ditto from the fourth beam aft side of main hatch to the stern - cement & frames &c. found in good condition.

The fore peak and the midship part of vessel from the seventh beam fore side of main hatch to the fourth beam abaft main hatch could not be examined as there was a quantity of coals in the former and a considerable quantity of chalk in the latter space. There were no wood linings to windlass - the main piece and the spindle examined and found good and sound.

Chain cables ranged - 270 fathoms.

Present Condition of the			
Decks	<i>good</i>	Freemasts - rivets	<i>good</i>
Waterways	<i>gc</i>	Breasthooks and Stemson	<i>gc</i>
Comings	<i>gc</i>	Transoms, Pointers, and Crutches	<i>gc</i>
Upper Deck Beams & Fastenings	<i>gc</i>	Timbers of the Frame at the openings	<i>gc</i>
Lower Deck Beams & Fastenings	<i>gc</i>	Ditto Ditto at other places	<i>gc</i>
Planksheers	<i>gc</i>	Keelsons	<i>good where seen</i>
Sheerstrakes	<i>gc</i>	Clamps and Shelves	<i>gc</i>
Topsides	<i>gc</i>	Ceiling	<i>gc</i>
Wales	<i>gc</i>	Rudder	<i>good</i>
Plating	<i>gc</i>	Copper - cement When put on	<i>167</i>
Plank (Bottom) and Counter	<i>gc</i>	Caulking of	
Engine Room Skylights		Bottom, Deck, & Waterways	<i>good</i>
Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>
		Cargo and Main Hatchways	<i>gc</i>
		Hatches	<i>gc</i>

General Observations, Opinion as to Class, &c. *The vessel where seen is in good and efficient condition and S.S. N^o 2 with the exception of the parts above alluded to has now been complied with and I am of opinion that when those parts have been completed that she will be eligible to be marked S.S. N^o 2 in the Register Book - the owners' application as per letter attached is therefore submitted for the favorable consideration of the Committee.*

The Amount of Entry Fee ... £ *3 : 3* received by me, *[Signature]*
 Certificate (if required) ... £ *5*
 (Travelling Expenses, if any, £)
 Committee's Minute *31st October 1876*
 Character assigned *A*

J. A. Truscott
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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