

# REPORT of SURVEY for REPAIRS, &c.

20025

No. in Reg. Book. **No. 4342** Survey held at **Groon** Date, first Survey **4<sup>th</sup> Jan<sup>ry</sup>** Last Survey **14<sup>th</sup> January 1878**

Supplement **26** on the **Iron S.S. "Carpin"** Master **W. Euler**

Official Number **1106** Tonnage under Tonnage Deck **1190** Gross Tonnage **1190** Crew Space, as per Rule **766** Register Tonnage, cut on Beam **766** Engine Room **766** Reg. Tons as St<sup>r</sup>mer, cut on Bm.

Built at **Glasgow** When built **1874** Owners **W. Dixon Limited** Port belonging to **Glasgow** Residence **London & Glasgow Co.** Destined Voyage **Bilbao**

By whom built **London & Glasgow Co.** If Surveyed Afloat or in Dry Dock **Dry Dock**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned **100 A 1** Character in Register Book **8-77**

Last Survey, No. **4342** 19188 Port **Glasgow** Iron

REPAIRS, OR EXAMINATION AS PER RULE. *In consequence of Damage*  
*Now done. Three bottom plates on the Starboard Side in way*  
*of the Fore Hatch renewed, and two taken down, rolled fair, and*  
*replaced, seven frames and reversed bars repaired and doubled,*  
*the foremost Ballast Tank repaired, the Ceiling & Cement renewed*  
*in way of damage and the Tank tested as per Rule, the Bulwark*  
*and Guard Rails & stanchions repaired, several lints recut*  
*and bottom repainted, Towline and two Hawsers replaced*  
*with new*

Present Condition of the Decks	<i>Good where seen</i>	Rivets	<i>Good where seen</i>	Windlass and Capstan	<i>Sufficient</i>
Waterways	<i>—</i>	Breasthooks and Stemson	<i>—</i>	Pumps	<i>—</i>
Comings	<i>—</i>	Transoms, Pointers, and Crutches	<i>—</i>	Boats	<i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	Timbers of the Frame at the openings	<i>—</i>	Masts, Yards, &c.	<i>—</i>
Lower Deck Beams & Fastenings	<i>—</i>	Ditto Ditto at other places	<i>—</i>	Condition, how ascertained	<i>by observations</i>
Planksheers	<i>—</i>	Keelsons	<i>—</i>	Sails	<i>Good</i>
Sheerstrakes	<i>—</i>	Clamps and Shelves	<i>—</i>	Anchors No. of	<i>—</i>
Topsides	<i>—</i>	Ceiling	<i>—</i>	Cables	<i>—</i>
Wales	<i>—</i>	Rudder	<i>—</i>	Hawsers and Warps	<i>—</i>
Plating (Bottom) and Counter	<i>—</i>	Copper	<i>When put on</i>	Standing & Running Rigging	<i>—</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good where seen</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good where seen</i>	Hatches	<i>Good</i>
General Observations, Opinion as to Class, &c.	<i>This vessel is now in good and efficient condition eligible in my opinion to remain as classed A1</i>				

The Amount of Entry Fee ... £ **2: 0: 0** received by me, **James M. ...** 1878

Special Certificate (if required) ... £ **2: 0: 0**

(Travelling Expenses, if any, £ **2: 0: 0**)

Committee's Minute **1st February, 1878.**

Character assigned **100 A 1**

**James M. ...** Surveyor to Lloyd's Register of British and Foreign Shipping.

**100 A 1**

**1878**

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