

# REPORT of SURVEY for REPAIRS, &c.

No. in g. Book. **No. 4128** Survey held at **Dundee** Date, first Survey **Mar 8<sup>th</sup>** Last Survey **Mar 19<sup>th</sup> 1878**  
**89** on the **Iron** **S. S. "Courland"** Master **Geo. Thomas**

TONNAGE under Tonnage Deck **1221**  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **1241**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. **803**  
 Built at **Glasgow** When built **1872 - 7**  
 Owners **Leith, Hull & Hamb<sup>ro</sup>** Port belonging to **Leith**  
 Residence  
 By whom built **Kapier** Destined Voyage **Hamburg**  
 If Surveyed Afloat or in Dry Dock **In dry dock and afloat**  
 Length of Poop **✓** ft. Ditto, Forecastle **✓** ft. Ditto, Raised Quarter Deck **✓** ft. Years assigned. **100 A.1**  
 Last Survey, No. **15158** Port **244 Iron** **9.75**  
 REPAIRS, OR EXAMINATION AS PER RULE **For S. S. No. 1.**

Vessel placed on blocks, keel bottom & sides cleaned down and examined; the timber boards and ceiling equal to one stroke fore and aft on each side removed, the cement examined & tested and found adhering satisfactorily to the iron; the water ballast tanks tested by a head of water to the light water line and found perfectly tight; renewed four rivets in staunchion heads and recoated bottom and sides.

Present Condition of the	<b>Good</b>	<b>Greenails Rivets.</b>	<b>Good</b>	<b>Windlass and Capstan</b>	<b>Good &amp; efficient</b>
Decks	<b>Good</b>	Breasthooks and Stemson	<b>Good</b>	Pumps	<b>Good</b>
Waterways	<b>Good</b>	Transoms, Pointers, and Crutches	<b>Good</b>	Boats	<b>Good</b>
Comings	<b>Good</b>	Timbers of the Frame at the openings	<b>Good</b>	Masts, Yards, &c.	<b>Good</b>
Upper Deck Beams & Fastenings	<b>Good</b>	Ditto Ditto at other places	<b>Good</b>	Condition, how ascertained	<b>From deck</b>
Lower Deck Beams & Fastenings	<b>Good</b>	Keelsons	<b>Good</b>	Sails	<b>3 Suits. Good</b>
Planksheers	<b>Good</b>	Clamps and Shelves	<b>Good</b>	Anchors	<b>No. of 3 B. 1 B. 2 K. Good</b>
Sheerstrakes	<b>Good</b>	Ceiling	<b>Good</b>	Cables	<b>Good</b>
Topsides	<b>Good</b>	Rudder	<b>Good and efficient</b>	Hawsers and Warps	<b>Good &amp; sufficient</b>
Wales	<b>Good</b>	Copper	<b>Good</b>	Standing & Running Rigging	<b>Good</b>
Plank (Bottom) and Counter	<b>Good</b>	Caulking of	<b>Good</b>	Cargo and Main Hatchways	<b>Good</b>
Engine Room Skylights	<b>Good</b>	Bottom, Deck, & Waterways	<b>Good</b>	Hatches	<b>Good</b>
Coal Bunker, Openings, Lids, &c.	<b>Good</b>	Scuppers	<b>Good</b>		

General Observations, Opinion as to Class, &c.  
 This vessel is now in good Condition and Rules for S. S. No. 1. being fully complied with, She is in my opinion eligible to remain as classed and S.S. Dundee No. 1-78 recorded.

The Amount of Entry Fee **£ 4 : 4 : 0** received by me, **Mar 30 1878**  
 on Hull Special Certificate (if required) **£ 2 : 2 : 0**  
 (Travelling Expenses, if any, £ )  
 Committee's Minute **5th April, 1878**  
 Character assigned **100 A.1**  
**Lloyd's M.C. 277478 S.S. No. 1-78**  
**J. Dinnette**  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
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