

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4933** Survey held at **Glasgow** Date, first Survey **29<sup>th</sup> July** Last Survey **11<sup>th</sup> August** 18**79**  
 on the **Iron S.W. 98. Carfin** Master **William Laver**  
 Tonnage under Tonnage Deck **1106** Built at **Glasgow** When built **1877**  
 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 **1190** Owners **W. Dixon (Linn)** Port belonging to **Glasgow**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St'mer, cut on Bm. **766** Residence **Dixon St. Glasgow**  
 By whom built **L. & G. S. B. Co. (Linn)** Destined Voyage **Cy Venice**  
 If Surveyed Afloat or in Dry Dock **Glasgow dry dock and afloat**  
 Length of Poop **—** ft. Ditto, Forecastle **—** ft. Ditto, Raised Quarter Deck **—** ft. Years assigned. **100 AS**  
 Last Survey, No. **20025** Port **Iron** Character in Register Book. **170**

## REPAIRS, OR EXAMINATION AS PER RULE

The bottom scraped and recoated. The propeller port found to be cracked at a weld 2 feet above the under side of the keel, the rivets in the after end of the garboard stake taken out and a pair of plates of steel 1 1/2" thick extending 5 ft up from the keel and 4 feet along it riveted through the former rivet holes, extra holes drilled thru the lower part of the propeller port besides tapped bolts added in the free edges of the port plates and garboard plate before the propeller port.

Present Condition of the				
Decks	<b>Good</b>	Treenails <b>Good</b>	Windlass and Capstan	<b>Good</b>
Waterways	<b>"</b>	Breasthooks and Stemson <b>Not seen</b>	Pumps	<b>"</b>
Comings	<b>"</b>	Transoms, Pointers, and Crutches	Boats	<b>"</b>
Upper Deck Beams & Fastenings	<b>"</b>	Timbers of the Frame at the openings <b>Good</b>	Masts, Yards, &c.	<b>"</b>
Lower Deck Beams & Fastenings	<b>"</b>	Ditto Ditto at other places <b>"</b>	Condition, how ascertained	<b>from the deck</b>
Planksheers	<b>"</b>	Keelsons	Sails	<b>Said to be complete</b>
Sheerstrakes	<b>"</b>	Clamps and Shelves	Anchors No. of	<b>373 18 34</b>
Topsides	<b>"</b>	Ceiling	Cables	<b>Said to be complete</b>
Wales	<b>"</b>	Rudder	afterwards raised	<b>270 fathoms</b>
Plank (Bottom) and Counter	<b>"</b>	Copper <b>Seen</b> When put on <b>1877</b>	Hawsers and Warps	<b>Good</b>
		Caulking of	Standing & Running Rigging	<b>"</b>
Engine Room Skylights	<b>Good</b>	Bottom, Deck, & Waterways	Cargo and Main Hatchways	<b>Good</b>
Coal Bunker, Openings, Lids, &c.	<b>Good</b>	Scuppers	Hatches	<b>Good</b>

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition eligible to remain as classed **100 AS**

The Amount of Entry Fee ... £ ... received by me, **W. L. Thompson**  
 Special ... £ **3 : 3 : 0** Aug 1879  
 Certificate (if required) ... £ ...  
 (Travelling Expenses, if any, £ ...)

Committee's Minute 12th August, 1879.

Character assigned

**Lloyd's** 11/8/79

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



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