

REPORT of SURVEY for REPAIRS, &c.

No. *3176* (Received at London Office, *4/8/80*)
 No. in Survey held at *Plymouth* Date, first Survey *21 Feb* Last Survey *3 March* 1880
 Reg. Book. *397* on the *B.R. "Scottish Hero" (hon)* Master *Mowat*
 TONNAGE under Tonnage Deck
 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
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.
 Built at *Sunderland* When built *1876 May*
 Owner *Mr. Hiraeth & McEanham* Port belonging to *London*
 Residence *Leadenhall Street London*
 By whom built *W. Oxford* Destined Voyage *Queensland*
 Surveyed Afloat & in Dry Dock
 (State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Last Survey, No. *22133* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE *S.S. No 1*
 Cause of Repairs to be clearly stated.

Vessel placed in dry dock, bottom scraped and coated with Composition; The Limber boards and Ceiling equal to one strake, fore and aft on each side removed, and both surfaces of Outside plating, exposed (except where Cemented); The Cement examined and found good, and Adhering satisfactorily to the iron; The Windlass being of iron, the Movable parts, removed, cleaned, Oiled and refitted, the Chain Cables ranged, and their length, size and Condition ascertained, and with the Anchors and general equipment found good and in accordance with the rules & few butts in the fore b' re-caulked;

Present Condition of the				
Decks	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Comings	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Upper Deck Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Lower Deck Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Blankets	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Sheerstrakes	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Topsides	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Wales	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Plating (Bottom) and Counter	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Engine Room Skylights	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Scuppers	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Cargo and Main Hatchways	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Hatches	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>

General Observations, Opinion as to Class, &c. *This vessel is now in a good and efficient condition for the conveyance of dry and perishable goods, to and from all parts of the world, and in my opinion should remain as Classed, and marked in the Register Book S.S. No. 1, 1880*

The Amount of Entry Fee ... £ *2 : 0 : 0* received by me, *Edw. Elms*
 Special ... £ *2 : 2 : 0* 3 March 1880
 Certificate (if required) to be sent as per margin... £ *5 : 0 : 0*
 (Travelling Expenses, if any, £ *5/-*)

Committee's Minute *Friday, March, 5th 1880*
 Character assigned *100 A 1*
T.B.W.S. No 1-80
 ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 18, Old Street, Goswell Road, London.
 © 2019 Lloyd's Register Foundation
 IRON490-0413