

REPORT of SURVEY for REPAIRS, &c.

No. *40106* (Received at London Office, *24-2-81*)
 No. in Survey held at *London* Date, first Survey *15th Dec 78* Last Survey *18th Feb 1881*
 Reg. Book. *407* on the *Iron Bk. "Scottish Knight"* Master *W. R. Lawson.*

Official Number *802*
 Tonnage under Tonnage Deck
 Ditto of Spar Deck, or Aching Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *916*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *875*
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Built at *Sunderland* When built *1876*
 Owners *Mc. Ilwraith, Mc. Eacharn & Co.* Port belonging to *London.*
 Residence
 By whom built *Doxford* Destined Voyage *Australia.*
 If Surveyed Afloat or in Dry Dock *In the Poplar Dry Dock.*
 (State Name of Dock)
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
 Last Survey, No. *26490* Port *Iron*
 REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated. *S.L. No. 1.*

The timber boards and ceiling equal to one stroke fore and aft on each side lifted; the cement examined and found in good condition and adhering well to the iron; the bottom of the vessel examined, cleaned and coated and all the requirements of the Rules complied with. The chain cables have also been ranged and found complete. The rudder pintles have been rebushed. The upper main topsail yard has been renewed.

Present Condition of the					
Decks	<i>good</i>	Timbers <i>rivets</i>	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>Do</i>	Breasthooks and Stenson	<i>Do</i>	Pumps	<i>Do</i>
Comings	<i>Do</i>	Transoms, Pointers , and Crutches	<i>Do</i>	Boats	<i>Do</i>
Upper Deck Beams & Fastenings	<i>Do</i>	Timbers of the Frames at the openings	<i>Do</i>	Masts, Yards, &c.	<i>Do</i>
Lower Deck Beams & Fastenings	<i>Do</i>	Ditto Ditto at other places	<i>Do</i>	Condition, how ascertained	<i>from the deck</i>
Planksheers	<i>Do</i>	Keelsons	<i>Do</i>	Sails	<i>good</i>
Sheerstrakes	<i>Do</i>	Clamps and Shells	<i>Do</i>	Anchors No. of	<i>3 B. 1 S. 2 K</i>
Topsides	<i>Do</i>	Ceiling	<i>Do</i>	Cables	<i>complete</i>
Wales	<i>Do</i>	Rudder	<i>Do</i>	Hawsers and Warps	<i>sufficient</i>
Plating (Bottom) and Counter	<i>Do</i>	Copper <i>When put on</i>		Standing & Running Riggings	<i>good</i>
Engine Room Skylights		Caulking of		Scuppers <i>good</i>	Cargo and Main Hatchways <i>good</i>
		Bottom, Deck, & Waterways	<i>good</i>	Hatches	<i>good.</i>
		Coal Bunker, Openings, Lids, &c.			

General Observations, Opinion as to Class, &c.
This vessel is in good and efficient condition, eligible in our opinion to remain as classed and to be marked in the Register Book S.L. Lon. No. 1-81.

The Amount of Entry Fee £ " : " : " received by me, *C.H.R.*
25/2/81 Special £ *4 : 4 : "* *7/3/1881*

Certificate (if required) to be sent as per margin... } £ : :

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Friday, February, 25th. 1881.

100 A
S.L. No. 1-81

J. H. Truscott.
Senhouse Martindale
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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