

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 9th Sept Last Survey 1st Oct 18 69.

on the iron ship "Indian Empire" Master J. H. Blackmore

Tonnage 1575 built at Hest Hartlepool When built 1865-7 mo

By whom built Pile Owners Duncan & Co

Port belonging to London Destined Voyage Calcutta

If Surveyed Afloat or in Dry Dock Shames Iron Works graving Dock and Afloat.

Last Survey, No. 6520 Port Iron. Classed SA 1

REPAIRS, &c.

Hold cleaned the timber boards and ceiling in the flat of bottom for about eleven feet on each side of the middle line all fore and aft removed. The Frames, Plating, Rivets &c found to be in good condition. The Cement coating sound and good and adhering satisfactorily to the iron. Except in a few places, which have now been repaired.

Inside where exposed by the removal of the ceiling, as also from Ridge to lower deck stringer plate including the lower deck beams cleaned and painted throughout, bottom cleaned and coated with Paint and Sallow.

Chain cables ranged on deck for "Examination"

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>Good</u>	Breasthooks and Stemson	<u>Good</u>	Pumps	<u>Good</u>
Comings	<u>Good</u>	Transoms, Pointers, and Crutches	<u>Good</u>	Boats	<u>Good</u>
Upper Deck Beams & Fastenings	<u>Good</u>	Timbers of the Frame at the openings	<u>Good</u>	Masts, Yards, &c.	<u>Good</u>
Lower Deck Beams & Fastenings	<u>Good</u>	Ditto Ditto at other places	<u>Good</u>	Condition, how ascertained	<u>Seen from the deck</u>
Planksheers	<u>Good</u>	Keelsons	<u>Good</u>	Sails	<u>Good and sufficient</u>
Sheerstrakes	<u>Good</u>	Clamps and Shells	<u>Good</u>	Anchors No. of	<u>3 B. 1 P. 2 K</u>
Topsides	<u>Good</u>	Ceiling	<u>Good</u>	Cables	<u>300 fathoms</u>
Wales	<u>Good</u>	Rudder	<u>Good</u>	Hawsers and Warps	<u>Good and sufficient</u>
Blank (Bottom) and Counter	<u>Good</u>	Copper	<u>Good</u>	Standing & Running Rigging	<u>Good</u>
Engine Room Skylights	<u>Good</u>	Caulking of	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>
General Observations and Opinion,		Scuppers	<u>Good</u>		

I now in good and efficient condition and in our opinion eligible to remain as classed SA 1 and be marked S.P. A 1 - 69

The Amount of Entry Fee.....£ - : - is received by me.

Special.....3 : 3 :
Certificate (if required) 2 : 2 :
Damage.....2 : 2 :
Certificate (if required) 2 : 2 :

Committee's Minute 15th October 1869.

Character assigned A 1 S. S. No. 1-69



© 2019

Lloyd's Register Foundation

74 32 Iron

Iron Supplied

1 Row Anchor by Stock	37-1-24	No. 2939	Lloyds Cert. 24-2-0	10 Aug. 186.
1 Row - - - - -	35-0-18	4345	Sunderland	25 Sept. 186
			Mark P.H.S.	Hartness Sup
25 fathoms. 2 stud chain cable	No. 2562	Lloyds Cert. 72	24 Sept. 186.	
15 - - - - -	3320	Sunderland	30 Sept. 186.	
			Mark P.H.S.	Hartness Sup

In addition to the above it appears that thirty fathoms of 2 inch stud chain cable was supplied to this ship while at Calcutta and these being detached from a lengthier cable the sellers would not part with the certificate of test. We are quite sure that the cable herein referred to has been tested at a 'Public Machine' as the end links are marked thus: - P.H.S. 195 which is 'Sunderland Public Chain and Anchor Testing House No 195'.

We beg to remark that although this ship was placed in a most Perilous Position, having been ashore in the River Hooghly for six successive days yet notwithstanding all that happened during that time no straining to either Butts or Landing-Edges &c was in any part discernable when specially surveyed by us for damage, and excepting the scrubbing and scratching of the composition on the bottom we have nothing to record consequent on the accident.

J. H. Eastlake.

J. H. Eastlake.



© 2019

Lloyd's Register Foundation