

REPORT of SURVEY for REPAIRS.

10946

No. in Reg. Book. No. 4171 Survey held at Hull Date, first Survey 13th 29th April 72 Last Survey 15th Aug 72 to 4th Jan 73
 on the Iron Steamer "Gunga" Master Gawcutt
 387 Tonnage 1257 built at Hull When built 1864
 By whom built C. W. Earle Owners Hornstead & Guthorne
 Port belonging to Liverpool Destined Voyage _____

If Surveyed Afloat or in Dry Dock Afloat in Albert & Victoria Dock & Charles No 2 Slipway
 Last Survey, No. 10304 Port Iron Classed A1 Clap
 REPAIRS, &c. A.C.P. 3.65 omitted

In accordance with the Rules Survey No 3 - The
 Bow ceiling removed and man hole doors at Ballast Tanks removed,
 vessel thoroughly cleaned both outside and inside. Cement
 removed when left, plating drilled thickness $\frac{1}{16}$. Chain Cables on Deck
 now done - removed and renewed Engine & Boilers -
 removed the top of ballast tank between Engine & Boiler
 bulkheads and connected the vessel at bilge where previous
 angle iron had been cut, with ~~new~~ renewed angle iron
 $5\frac{1}{2}$ in length $3\frac{1}{2} \times 3 \times \frac{7}{16}$ to every frame -
 Deck renewed when left at Engine & Boilers Upper Ceiling
 partly renewed and partly relaid Deck Caulked

Engine Certificate will be forwarded on Monday

Present Condition of the

Decks	<u>Good</u>	Transoms	<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>5 in No</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>by inspection</u>
Planksheers	<u>Good</u>	Keelsons	<u>Good</u>	Sails	<u>Good</u>
Sheerstrakes	<u>Good</u>	Clamps and Shelves	<u>Good</u>	Anchors No. of	<u>Good</u>
Topsides	<u>Good</u>	Ceiling	<u>Good</u>	Cables	<u>on Deck</u>
Wales	<u>Good</u>	Rudder	<u>Good</u>	Hawsers and Warps	<u>Good</u>
Plank (Bottom) and Counter	<u>Good</u>	Copper	<u>Good</u>	Standing & Running Rigging	<u>Good</u>
Engine Room Skylights	<u>Good</u>	When put on	<u>Good</u>		<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Caulking of	<u>Good</u>		<u>Good</u>
General Observations and Opinion,	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>		<u>Good</u>
	<u>Good</u>	Scuppers	<u>Good</u>		<u>Good</u>
	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>		<u>Good</u>
	<u>Good</u>	Hatches	<u>Good</u>		<u>Good</u>

This vessel having complied with the Rules Survey No 3
 is now in good condition and eligible in our opinion
 to be classed A1 as per Circular No 248 and
 marked S.S. No 3-73 - Cens 64 & pt double bottom

The Amount of Entry Fee.....£ 5: -:- is received by me, M. Davidson
 Special..... 6: 6: -
 Certificate (if required) : 5: -

Committee's Minute Jan 9th 1873

Character assigned A1. S.S. No 3-73

Alex. Gemmell
 This vessel is eligible
 by Circular No 248 to
 be raised to the A1
 class.
 S.S. No 3-73 9/1/73
M. Gemmell

10946 Iron

Customs Luggage	Under Deck	1097.79	
	Loop —	76.19	
	Forcastle —	54.48	
	Roundhouse	28.99	
		<u>1257.45</u>	Gross

Allowance for Eng Room	402.38		
do "Boat Trade	<u>57.50</u>	<u>459.88</u>	
		<u>797.57</u>	Net



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