

REPORT of SURVEY for ~~REPAIRS~~ &c.

No. in Reg. Book. **No. 3857** Survey held at **Cardiff** Date, first Survey **8 Decr 1875** Last Survey **20 Jan 1876**
on the **S.S. T. T. originally, Frank Batters** Master **Robertson**

TONNAGE under Tonnage Deck **465.29**
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck **1.34**
Ditto of Forecastle
Gross Tonnage **466.33**
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room &c Deductions, **187.59**
Reg. Tons as Stmer, cut on Bm. **278.74**
Built at **Newly** When built **1874**
Owners **C. Parbury** Port belonging to **London**
Residence **34 East Cheap. London**
By whom built **Harvey** Destined Voyage **Adelaide**
Surveyed Afloat or in Dry Dock **Hill's East Gate Dry Dock**
Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.**
Last Survey, No. **15694** Port **Iron**
Classed

REPAIRS, OR EXAMINATION AS PER RULE

Placed on blocks in Dry Dock. Bottom cleaned, and well coated with Paint, and Galvan. Sheerstrakes doubled for half the vessels' length, eighty seven feet amidships, with 1/16 plates, in accordance with sketch, and Specification sent from London. Additional holes, two at each end, drilled in thirty six upper Deck Beams, and rivets introduced, connecting Beam Ends, bracket plates, and frames, where considered necessary. New Steering Wheel, fitted on Bridge Deck with all connecting Rods, chains, and gear complete. A portion of the Patent Iron Windlass Gear, renewed, and made efficient on account of a fractured spindle. New brack Cock Pump fitted to the Firehold, and sounding pipes, to the Fire, and after, Ballast Tanks. New Truss and Ring Hoop, fitted to Fore Yard Ventilators fitted to Hatch ways and sundry additions to Equipment, and Deck fittings. New 20 ft Boat. Supplied. (P.T.O.)

Present Condition of the Decks New & Good	Transoms, Pointers, and Crutches New	Windlass and Capstan
Waterways	Timbers of the Frame at the openings	Pumps 4
Comings	Ditto Ditto at other places	Boats 3
Upper Deck Beams & Fastenings	Keelsons	Masts, Yards, &c. New
Lower Deck Beams & Fastenings	Clamps and Shelves	Condition, how ascertained
Planksheers	Ceiling	Sails Well found
Sheerstrakes	Rudder Paint When put on Now	Anchors No. of 3 1/2
Topsides Plating	Copper Paint When put on Now	Cables 210 fms.
Wales	Caulking of	Hawsers and Warps
Plank (Bottom) and Counter	Bottom, Deck, & Waterways Good	Standing & Running Rigging
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Hatches
	Scuppers	
	Cargo and Main Hatchways	

General Observations, Opinion as to Class, &c.

The Vessel having been completed here, in accordance with the Recommendations contained in the Secretary's letter, dated 17 Decr. 1875. and so far as can be seen, and examined, being now, in good, and efficient condition. It is respectfully submitted that she is worthy the approval of the Committee for the 90 A. 1 grade, as proposed.

The Amount of Entry Fee ... £ : : received by me, **4.7.7**
Special ... £ **3 : 3 :** **24/1 1876**
Certificate (if required) ... £ : **5 :** **Paid in London Feb. 21. 1876.**
(Travelling Expenses, if any, £)

Committee's Minute **21 January 1876**

Character assigned **Raised to 90 A. 1**

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

This vessel appears now eligible to be classed as recommended viz 90 A. 1. one deck double bottom 90 feet.

IRON 466-0465

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

[3,000-1/1175.]

S. S. Lubra.

15695 Iron

Anchors, and cables, Tested at Cardiff.

105 fms $1\frac{3}{16}$ inch Stud link chain.

105 fms $1\frac{3}{16}$ " " " } 210 fms proved to 25. $\frac{5}{8}$ Tons.
3 links of each 15 fms to Breaking strain.

1 Bower Anchor.	W. & S. Stock.	^{links} 12. 3. 0	Proof strain	14 $\frac{1}{2}$ Tons.
1 " "	" "	12. 2. 0	" "	14 $\frac{7}{16}$ "
1 " "	" "	10. 0. 0	" "	12. — "

Certificates dated Cardiff. 14th & 16th January 1876
Signed — G. W. Penn.
Superintendent.

B. It will be seen, that there is a slight discrepancy between the weights of anchors, as given in this, and the first entry report; but the weights now submitted are copied from the Cardiff certificates, and are presumed to be sufficiently correct.

Henry J. Fyfe

The First Entry Report, herewith returned.