

# REPORT of SURVEY for REPAIRS, &c.

Acc 16/8/76

No. in Reg. Book. **No. 6** Survey held at *Port Louis Mauritius* Date, first Survey *4<sup>th</sup> April* Last Survey *19<sup>th</sup> June* 1876

222 *see* on the *British Iron Ship "Indragoni"* Master *Scott*

TONNAGE under Tonnage Deck <i>1199</i>	Built at <i>Liverpool</i>	When built <i>1868</i>	YEAR. MONTH
Ditto of Spar Deck, or Avoing Deck	Owners <i>M. Diarmid</i>	Port belonging to <i>Liverpool</i>	
Ditto of Poop	Residence <i>Liverpool</i>		
Ditto of Raised Qr. Dk.	By whom built <i>Royden</i>	Destined Voyage <i>hence to Havre</i>	
Ditto of Houses on Deck			
Ditto of Forecastle			
Gross Tonnage <i>1319</i>			
Crew Space, as per Rule			
Register Tonnage, cut on Beam <i>1278</i>			
Engine Room			
Reg. Tons as St <sup>r</sup> mer, cut on Bm.			

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *8.5* Character in Register Book. *\*A I*

Last Survey, No. *14909* Port *Iron* Classed *S.S. No. 1. 32*

## REPAIRS, OR EXAMINATION AS PER RULE

*All the masts & spars with the exception of the three lower masts, lower yards & bowsprit; all the standing & running rigging fore & aft; a full suit of sails together with all the awnings, lower fore top sail, inner jib, 2 Royal stud sails, 1 fore sail, 1 inner stay sail; the three tops, and the cheeks & trussel trees of the fore & main masts; 1 signal light house, the cheeks at lower part of bobstay; compression chocks, scuttle hatch, bulheads, doors, bed berths & water closets under top gallant fore-castle; three of the doors & a great deal of the panelling & mouldings of the fore deck house; paint locker fittings & contents; galley door, funnel & cooking utensils; three parts of the starboard main top gallant rail; one main brace bumper, side & front windows, after companion, skylight, one fore & one after ladder with their hand rails, a great deal of the panelling & mouldings of the outside, and the whole of the contents & inside fittings of the after deck house; monkey poop deck, beams & ladder, & about 40 feet of the main deck plank abreast main hatchway, ladder & bridge of the turn over*

Present Condition of the			
Decks <i>Good</i>	Treenails	Windlass and Capstan <i>Good</i>	
Waterways	Breasthooks and Stenson	Pumps <i>d.</i>	
Comings <i>d.</i>	Transoms, Pointers, and Crutches	Boats <i>d.</i>	
Upper Deck Beams & Fastenings <i>d.</i>	Timbers of the Frame at the openings	Masts, Yards, &c. <i>New</i>	
Lower Deck Beams & Fastenings <i>d.</i>	Ditto Ditto at other places	Condition, how ascertained <i>Sounding</i>	
Planksheers	Keelsons	Sails <i>Good</i>	
Sheerstrakes	Clamps and Shelves	Anchors No. of <i>3 Bawse, 1 Shearn, 3 Kedges</i>	
Topsides <i>d.</i>	Ceiling <i>Good</i>	Cables <i>300 fath<sup>s</sup> - 1<sup>1/2</sup> in, 90 fath<sup>s</sup> - 1 inch</i>	
Wales <i>d.</i>	Rudder <i>d.</i>	Hawsers and Warps <i>1-9 inch, 1-7 inch, 1-5 inch</i>	
Plank (Bottom) and Counter	Copper When put on	Standing & Running Rigging <i>New</i>	
Engine Room Skylights	Caulking of		
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways		
General Observations, Opinion as to Class, &c.	Scuppers <i>Good</i>	Cargo and Main Hatchways <i>Good</i>	Hatches <i>Good</i>

*This vessel is now in excellent repair, well equipped, and in fit condition in my opinion to continue on her present class in the Register.*

The Amount of Entry Fee ... £ 3 : - : - received by me, }  
 Special ... £ 14 : - : *July 1876*  
 Certificate (if required) ... £ 7 : - : *should be paid on 20/7/76*

(Travelling Expenses, if any, £ )

Committee's Minute *18<sup>th</sup> August 1876*

Character assigned *\*A I*

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

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IRON 468-0170

[3,000-11175.] (The Surveyors are requested not to write on or below the space for Committee's Minute.)



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standard steering compasses with their stands; all belonging to them; gun room scuttle hatch, combings; wood covering for steering apparatus; rudder cleats on stern post, 2 life boats & one pinnace; hose for force pump; four topmast studs; sail booms; 7 Coils manilla & Europe rope, 1-inch, 1-1/2 inch, 1-5/8 inch manilla hawsers; a large quantity of rigging stuff & spun yarn, & about 4 cwt of small chain, nails, bolts, etc, together with a quantity of loose articles washed off the deck & stores washed from ~~upper~~ under the monkey poop out of the paint locker & galley have been supplied new and fitted in place and the undermentioned articles have been repaired as found requisite, viz; Steering gear, standards & wheel; truss of cross jack yard; whiskers, guard rails & stanchions round the top gallant fore-castle & after deck house; starboard main bulwark plates, ten main bulwark stanchions, abouts & kid standard, force pump, skylight of after house, figure head, starboard main rail, carved work on the stern; cement of the gutters, and all the sails used for the jury rig.

All the masts & spars are pitch pine & Oregon pine,	} quality & best workmanship.
Standing rigging, charcoal wire rope,	
Running " " Europe, manilla & aloe.	
Sails, East Cockey & Luth double Star Canvas.	

All the above repairs have been rendered necessary through the vessel having encountered a severe cyclone, during which she was thrown on her beam ends, which necessitated the cutting away of her masts to right her.

G. M. L. O'Brien



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