

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 68** Survey held at **Calcutta** Date, first Survey **23rd May** Last Survey **20th December 1876**
 on the **Saddle Steam Tug "Borubay"** Master **Heath**
 Tonnage **196** built at **Soudan** When built **1864** 10 mo
 By whom built **Smugley** Owners **River & Coasting Steam Navigation Co. Ltd.**
 Port belonging to **Calcutta** Destined Voyage **Coast & River Navigation**
 If Surveyed Afloat or in Dry Dock **dry Dock**

Last Survey, **23rd May 1876** Port **from Soudan**

Classed **B 1**
 Years assigned. **8 65**
 Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE

This vessel having lately been bought by the above Company and thoroughly overhauled it has been thought that the following repairs are advisable more specially as the Managers are desirous of having the vessel restored to the register.

The steamer has been placed on high blocks in dry Dock, the rivetting, keel and flat of the bottom have been thoroughly examined and tested, the whole of the ceiling has been removed, the coal bunkers have been emptied, the boilers have been removed and new boilers have been substituted, the whole of the engine has been taken to pieces, thoroughly overhauled and repaired where necessary, the whole of the frames, hosts, floor plates, stringers, keelsons, engine and boiler beams, beam ends, bulkheads, rivetting and inner surface of the plating (except where the cement has been found firmly adhering) have been exposed to view. all rust and oxidation have been removed from the inside and outside of the vessel by beating the entire hull inside and out, has received 4 good coats of paint, the bottom up to the deep load line in addition having received an extra coat and one of Tallow. All parts of the deck which were removed for the purpose of changing the boilers have been relaid with the

Present Condition of the

| | | |
|--|--|--|
| Decks good throughout | Treenails rivetting good throughout | Windlass and Capstan in good order |
| Waterways " | Breasthooks and Stemson " | Pumps do |
| Comings " | Transoms, Pointers, and Crutches " | Boats 3 all sound |
| Upper Deck Beams & Fastenings " | Timbers of the Frame at the openings " | Masts, Yards, &c. do |
| Lower Deck Beams & Fastenings " | Ditto Ditto at other places " | Condition, how ascertained by examination |
| Planksheers plating | Keelsons " | Sails 2 suits |
| Sheerstrakes " | Clamps and Shelves " | Anchors No. of 3 lower, 2 stream, 1 keel |
| Topsides " | Ceiling " | Cables 250 fms lower 60 stream |
| Wales " | Rudder good & well hung | Hawsers and Warps 7 assorted |
| Plank (Bottom) and Counter " | Copper Paint When put on Dec 1876 | Standing & Running Rigging good all new |
| | Caulking of Bottom, Deck, & Waterways new | |

Engine Room Skylights **new** Coal Bunker, Openings, Lids, &c. **good** Scuppers **new** Cargo and Main Hatchways **good** Hatches **new**
 General Observations, Opinion as to Class, &c. **A strong well built iron steam tug has just undergone the extensive repairs as above and is in my opinion fit to be restored to the Register as originally classed according to the renovation she has undergone.**

The Amount of Entry Fee ... £2 : : received by me, }
 Special ... £17 :18 :4 1877
 Certificate (if required) ... £ :5 :
 (Travelling Expenses, if any, £)

Committee's Minute **5th February 1877**

Character assigned **B 1**

S. S. N. 3-76
Erping M. D. B. W.

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

W. Stewart R. N. R.

Surveyor for Reliance, Merchant Marine,

Damara, Chinese, Amicable &c. &c.

Lloyd's Register

The 5 Foundation

Cause of Repairs to be clearly stated.

TEONGTO-0149

17752 Iron

best Moulmein teak. The deck fittings, trunks, sails, and rigging throughout have been put in perfect condition, the decks Caulked, Spontons and paddle boxes &c. The plating of the vessel has been bored in 24 different places, the result being as under. The Windlass has been unshipped, overhauled and put into good working order. The steering gear &c. The rudder has been unshipped and relined, the gudgeons having been bushed. The stem plating has been fortified on either side of the stem in the wake of the rub of the Chain Cables with stout $\frac{1}{2}$ round iron chafing battens. The chain Cables have been ranged on shore overhauled and had shackles loosened of rust and the boats 3 in number have been put in repair.

Gauging of the plates alluded to above.

Port Starboard side.

| No. of Plate. | Distance from Stern post forward. | Plates upwards from Keel. | Gauge. |
|---------------|-----------------------------------|---------------------------|-----------------|
| 1 | 12 ft | 7 | $\frac{7}{16}$ |
| 2 | 29 " | 6 | $\frac{15}{32}$ |
| 3 | 47 " | 7 | $\frac{15}{32}$ |
| 4 | 64 " | 7 | $\frac{1}{2}$ |
| 5 | 70 " | 2 | $\frac{1}{2}$ |
| 6 | 73 " | 3 | $\frac{1}{2}$ |
| 7 | 87 " | 5 | $\frac{1}{2}$ |
| 8 | 97 " | 4 | $\frac{1}{2}$ |
| 9 | 109 " | 2 | $\frac{1}{2}$ |
| 10 | 110 " | 4 | $\frac{1}{2}$ |
| 11 | 137 " | 6 | $\frac{15}{32}$ |
| 12 | 150 " | 7 | $\frac{15}{32}$ |

Starboard Port side.

| | | | |
|----|-------|---|-----------------|
| 1 | 18 ft | 8 | $\frac{7}{16}$ |
| 2 | 39 " | 7 | $\frac{15}{32}$ |
| 3 | 60 " | 6 | $\frac{15}{32}$ |
| 4 | 70 " | 2 | $\frac{1}{2}$ |
| 5 | 73 " | 3 | $\frac{1}{2}$ |
| 6 | 80 " | 7 | $\frac{1}{2}$ |
| 7 | 96 " | 6 | $\frac{1}{2}$ |
| 8 | 97 " | 4 | $\frac{1}{2}$ |
| 9 | 109 " | 2 | $\frac{1}{2}$ |
| 10 | 115 " | 5 | $\frac{1}{2}$ |
| 11 | 135 " | 6 | $\frac{15}{32}$ |
| 12 | 156 " | 7 | $\frac{15}{32}$ |



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