

1805 h 36089  
**REPORT of SURVEY for REPAIRS, &c.**  
(Dec 5. 4. 77)

No. in Reg. Book. **No.** Survey held at *London* Date, first Survey *16/3/77* Last Survey *4<sup>th</sup> March 1877*  
*482* on the *MR. "Golden Russet"* Master *Richardson*  
TONNAGE under Tonnage Deck *395*  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *423*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam *408*  
Engine Room  
Reg. Tons as St'mer, cut on Bm.  
Built at *Sunderland* When built *1868*  
Owners *W. Brown* Port belonging to *Sunderland*  
Residence  
By whom built *Hiff* Destined Voyage *Brisbane wharf*  
If Surveyed Afloat or in Dry Dock *Walker's dry dock.*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *33* Character in Register Book. *\* A. 1. 9. 78*  
Last Survey, No. *15120* Port *Iron* Classed *33*

REPAIRS, OR EXAMINATION AS PER RULE

*S. L. N<sup>o</sup> 2*

*Bottom cleaned and painted, two streaks at water line chipped and painted, a much larger portion of ceiling taken up than required by the rules, frames scraped and coated with cement wash and the cement repaired where necessary 14 shifts of ceiling renewed.*

*Windlass examined.*

*Fore and Main yards renewed*

*A stiffening angle iron worked on side of fore & aft carlings to hold beams under main hatch.*

*Cables ranged on deck.*

*The two upper plates of rudder renewed.*

Present Condition of the

Decks	<i>Good</i>	Timber	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stenson	<i>"</i>	Pumps	<i>"</i>
Comings	<i>"</i>	Transoms, <del>Painters</del> , and Crutches	<i>"</i>	Boats	<i>3 No</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Condition, how ascertained	<i>for the deck</i>
Planksheers	<i>"</i>	Keelsons	<i>"</i>	Sails	<i>Good</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	Anchors No. of	<i>3 B. 15. 2 K</i>
Topsides	<i>"</i>	Ceiling	<i>"</i>	Cables	<i>Good</i>
Wales	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps	<i>"</i>
Plank (Bottom) and Counter	<i>"</i>	Copper Paint When put on	<i>now</i>	Standing & Running Rigging	<i>"</i>
Engine Room Skylights	<i>✓</i>	Caulking of	<i>"</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>✓</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>"</i>
Scuppers	<i>✓</i>				

General Observations, Opinion as to Class, &c.

*This vessel is now in good condition fit for the conveyance of dry and perishable cargoes to and from all parts of the world, and is eligible in my opinion to remain as classed, and I submit that S.L. Lon No 2-77 be recorded.*

The Amount of Entry Fee ... £ ... received by me, *St.*

Special ... £ *4 : 4 : 0* *1877*

Certificate (if required) ... £ *5 :*

(Travelling Expenses, if any, £ *1*)

Committee's Minute *6<sup>th</sup> April 1877*

Character assigned *S.L. N<sup>o</sup> 2-77*

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



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