

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 1779** Survey held at *Southampton* Date, first Survey *Mar 23*. Last Survey *April 4* 1877
1263 on the *Screw Schooner "Asiatie"* Master *E. Manning*
 Tonnage under Tonnage Deck *1788.11* Built at *Whitehaven* When built *1872* YEAR. MONTH. *9th*
 Ditto of Spar Deck, or Awaiting Deck *171.71* Owners *Union Steam Ship Co.* Port belonging to *Southampton*
 Ditto of Poop, or Raised Qr. Deck *52.72* Residence *Oriental Terrace. Southampton*
 Ditto of Houses on Deck *4.30* By whom built *Whitehaven S. B. Co.* Destined Voyage *Natal*
 Gross Tonnage *2086.84* If Surveyed Afloat or in Dry Dock *In Dry Dock & Afloat.*
 Crew Space, as per Rule *99.38*
 Register Tonnage, cut on Beam *430.9*
 Engine Room *1556.56*
 Reg. Tons as S' mer, cut on Bm. *1556.56*
 Length of Poop *93* ft. Ditto, Forecastle *46* ft. Ditto, Raised Quarter Deck *ft.* Years assigned. *100A1*
 Last Survey, No. *15405* Port *Southampton* Classed *11.75*

REPAIRS, OR EXAMINATION AS PER RULE

S. S. No. 1.

The vessel placed on blocks in Dry Dock: the limbers & ceiling equal to one stake on each side removed: the surfaces of the iron where exposed were fairly free from oxidation, and the cement was firmly adhering to the iron.

The outside of the vessel coated with Red Lead & Peacock's Composition; the inside of the vessel cleaned and coated with Red Lead from the middle deck stringer plate to the bilges entirely fore and aft.

The upper deck recaulked from the poop forward.

Present Condition of the

Decks	<i>Good</i>	Transoms	<i>Good</i>	Windlass and Capstan	<i>Good & Hufft</i>
Waterways	"	Breasthooks and Stemson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	<i>6. N.</i>
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<i>From deck</i>
Planksheers	"	Keelsons	"	Sails	<i>One Suit & Spare</i>
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of <i>3 B. 15. 2 K.</i>
Topsides	"	Ceiling	"	Cables	<i>300 fath 1 1/2" 9 of 1"</i>
Wales	"	Rudder	"	Hawsers and Warps	<i>11" 9" 7" 6" 5"</i>
Plank (Bottom) and Counter	"	Copper	<i>Cement. When put on 1872</i>	Standing & Running Rigging	"
Engine Room Skylights	<i>Good</i>	Caulking of	"		
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>		
Scuppers	<i>Good</i>				
Cargo and Main Hatchways	<i>Good</i>				
Hatches	<i>Good</i>				

General Observations, Opinion as to Class, &c.

The vessel is now in good and efficient condition in my opinion eligible to remain as classed 100A1, and to be marked in the Register Book S.S. Sou. No. 1. 1877

The Amount of Entry Fee ... £ 3 : 3 : received by me, *April 4 1877*
 Special ... £ 3 : 3 :
 Certificate (if required) ... £ 5 :

(Travelling Expenses, if any, £)

Committee's Minute *13th April 1877*

Character assigned

No Entry fee due
2.10.1877

S.S. No. 1-77

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

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