

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 29** Survey held at **Amoy** Date, first Survey **19<sup>th</sup> Feb** Last Survey **21<sup>st</sup> February** 18**77**  
**223** on the **Penedo** Master **Gair**

TONNAGE under Tonnage Deck **825.75** Built at **Northpool** When built **1872** YEAR. MONTH. **9**  
 Ditto of Spar Deck, or Awning Deck **89.72** Owners **Brazil Steamship Co. Limited.** Port belonging to **Liverpool**  
 Ditto of Poop **3.15** Residence **Liverpool**  
 Ditto of Raised Qr. Dk. **84.42** By whom built **Withy & Co. Northpool** Destined Voyage **Saigon**  
 Ditto of Houses on Deck **27.48** If Surveyed Afloat or in Dry Dock **in dry dock & afloat**  
 Ditto of Forecastle **1028.52**  
 Gross Tonnage **46.95**  
 Crew Space, as per Rule **329.13**  
 Register Tonnage, out on Beam **652.44**  
 Engine Room  
 Reg. Tons as St' mer, out on Bm.  
 Length of Poop **27** ft. Ditto, Forecastle **88** ft. Ditto, Raised Quarter Deck **90 A 1**  
 Classed **10.75**  
 Last Survey, No. **no certificate on board** Port **Amoy**

## REPAIRS, OR EXAMINATION AS PER RULE

**S. S. No. 1**  
 This vessel has been submitted to S. S. No. 1, in dry dock, in strike & close sailing removed in each side all fore & aft, platform decks over double bottom & manhole plates removed, the plating both inside & outside scraped clean, including the crown of the ballast tanks, and on careful examination I find all parts of the hull in good condition & the cement in the ballast tanks & Engine Compartment sound & adhering closely to the iron. 4 butt rivets in one of the plates in fore hold above the double bottom were found slack & have been removed, and 4 butts at turn of bilge starboard side and 2 do on port side which showed signs of warping have been caulked, and their rivets tested & found secure, the hull has been well coated with paint both outside & inside & is well protected from corrosion throughout, the water ballast tanks have been tested with a head of water up to the light water line & found perfectly

Present Condition of the	Treenails	Rivets in good order & secure	Windlass and Capstan	in good order
Decks	Breasthooks and Stemson	in good order	Pumps	" " "
Waterways	Transoms, Pointers, and Crutches	" " "	Boats	4 " " "
Comings	Timbers of the Frame at the openings	" " "	Masts, Yards, &c.	all in good order
Upper Deck Beams & Fastenings	Ditto Ditto at other places	" " "	Condition, how ascertained	from general appearance
Lower Deck Beams & Fastenings	Keelsons	all in good order	Sails	2 Sails in good order
Planksheers	Clamps and Shells	strong & in good order	Anchors	No. of 3 B. 1 S. 2 Kedges
Sheerstrakes	Ceiling	all in good order	Cables	2 Pairs, 1 Stream
Topsides	Rudder	hangings in good order	Hawsers and Warps	2 Hawsers, 3 Warps
Wales	Copper	Paint When put on at date	Standing & Running Rigging	in good order
Plank (Bottom) and Counter	Caulking of	Bottom, Deck, & Waterways	Good	
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Good	Cargo and Main Hatchways
General Observations, Opinion as to Class, &c.	This vessel is in good order throughout, and I am of opinion that she is worthy of being continued in her 90 A 1 character as elapsed			

The Amount of Entry Fee ... £ 3 or 14.69 received by me, £ 62.69  
 Special ... £ : 48: Feb 1877  
 Certificate (if required) ... £ : :  
 (Travelling Expenses, if any, £ )

Committee's Minute **24<sup>th</sup> April** 18**77**

Character assigned **90 A 1**

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



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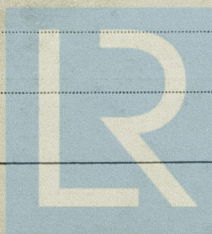
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perfectly tight. The Machinery & Boilers have also been surveyed  
at date and reported in good order, as per Engineer's Survey report hereto  
Appended.

A. H. Cairns

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