

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 36** Survey held at **Amoy** Date, first Survey **26th Mar** Last Survey **30th March 1877**
655 on the **Gunga** Master **Garnan**

Official Number **51415**
 Tonnage under Tonnage Deck
 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 **1257**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'wer, cut on Bm. **798**
 Built at **Hull** When built **1864** MONTH. **10**
 Owners **J. B. & Co. Rogue** Port belonging to **Saigon**
 Residence **Saigon**
 By whom built **Earle** Destined Voyage **Bangkok**
 If Surveyed Afloat or in Dry Dock **Afloat & Patent slip**

Length of Poop **61.2** ft. Ditto, Forecastle **54** ft. Ditto, Raised Quarter Deck **ft.** Years assigned. **Classed** **A 1** Character in Register Book. **10.74**

Last Survey, No. **13467** Port **Hull Iron**

REPAIRS, OR EXAMINATION AS PER RULE **S.S. No. 1**

2.5 Hull No 3-73

I have made a careful examination of this vessel in the patent slip and afterwards afloat, & have to report the inside plating, hull, stern, stempost & the Rudder & its hangings scraped clean, the same being all in good condition, free from corrosion and all riveting secure. Inside I found the platforms over water ballast tanks and one stroke of blue cutting on each side removed, the man hole doors open, the cement in the tanks, Engine Room, and under the blue cutting sound & adhering firmly to the hull. All parts of the hull inside has recently been scraped clean & painted & is now in good order throughout, the hull inside has been painted with 3 coats of paint at date, the water ballast tanks have been tested with a head of water up to the light load line and found perfectly tight, & the machinery & Boilers are reported to be sound & in good & efficient working order.

Fore Tank **63.3 x 2** After Tank **45.10 x 2**
 Present Condition of the

Decks in good order	Treenails Secure	Windlass and Capstan in good order
Waterways "	Breasthooks and Stemson Good	Pumps "
Comings "	Transoms, Pointers, and Crutches "	Boats "
Upper Deck Beams & Fastenings Sound & secure	Timbers of the Frame at the openings "	Masts, Yards, &c. all in good order
Lower Deck Beams & Fastenings "	Ditto Ditto at other places "	Condition, how ascertained from general appearance
Planksheers in good order	Keelsons all in good order	Sails 2 Suits in good order
Sheerstrakes "	Clamps and Shelves things in good order	Anchors No. of 3/4 1 2 Kedges
Topsides "	Ceiling all	Cables 11 Bower & 1 stream
Wales "	Rudder & hangings in good order	Hawsers and Warps 11 Hawsers & 5 warps
Plank (Bottom) and Counter "	Copper Paint When put on at date	Standing & Running Rigging Good
	Caulking of	
	Bottom, Deck, & Waterways in good order	

Engine Room Skylights **Secure** Coal Bunker, Openings, Lids, &c. **Secure** Scuppers **Good** Cargo and Main Hatchways **Secure** Hatches **Good**

General Observations, Opinion as to Class, &c. **This vessel is sound & in good order throughout & I am of opinion that she is worthy of being continued in her present A 1 Character as classed**

The Amount of Entry Fee ... **£ 30 & 15/-** received by me, **£ 63.65**
 Special ... **£ 48** Mar 1877
 Certificate (if required) ... **£ :**

(Travelling Expenses, if any, £)
 Committee's Minute **11th May 1877**

Character assigned **A 1**

DPW S.S. No. 1-77

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



© 2019

Lloyd's Register Foundation

IRON 471-0490