

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 2957** Survey held at **Plymouth** Date, first Survey **9 April** Last Survey **13 July** 1877
1482 on the **Iron Sailing Barque "Auriga"** Master **Saml. Masser**
 TONNAGE under Tonnage Deck **499.33** Built at **Sunderland** When built **1869 - 9**
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk. **26.30** Owners **R. H. Penny** Port belonging to **Shoreham**
 Ditto of Houses on Deck **13.99** Residence **PLAINS**
 Ditto of Forecastle **539.62** By whom built **and Cliff** Destined Voyage **Cardiff**
 Gross Tonnage **21.58**
 Crew Space, as per Rule **518.04**
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. ***A1**
 Last Survey, No. **15968** Port **Iron** Classed **S.S. No. 1874**

REPAIRS, OR EXAMINATION AS PER RULE **For Damage & S.S. No. 2**

Vessel placed in dry dock. Bottom scraped and painted, also the hold beams, upper deck beams, frames, stringers and inside plating scraped Chipped and painted to hold beams. About 300 tons of ballast being on board, the hold below lower deck beams could not be examined. It is submitted the special survey No 2 be completed on the arrival of the vessel to Cardiff. Now done in consequence of damage; Renewed Fore and Main Mast (Iron), Fore topmast and Topgall Mast (wood) Fore and Main Mast (Iron) and all yards above; jibboom, Fore lower rigging and all sails and running rigging attached attached to Foremast and Main Mast; Also the Main lower yard (Iron), the Main Topmast, Topgall Mast and Topgall yards (wood) with stays running rigging and except the upper and lower topsails; Main lower and Topmast examined and repaired where necessary; Removed on the P. S. O.

Good	Transoms	Where seen good	Windlass and Capstan (Iron) Good
Good	Breasthooks and Stemson	Good	Pumps
Good	Transoms, Pointers, and Crutches	Good	Boats
Fastenings	Timbers of the Frame at the openings	Good	Masts, Yards, &c.
Fastenings	Ditto Ditto at other places	Good	Condition, how ascertained
Good	Keelsons	Where seen good	Sails Sufficient and Good
Good	Clamps and Shelves	Good	Anchors No. of 3B, 1S, 2K
Good	Ceiling	Good	Cables 240 Fath 1 1/2
Good	Budder	Good	Hawsers and Warps Sufficient & Good
Good	Copper	When put on Now	Standing & Running Rigging
Good	Caulking of	Good	
Good	Bottom, Deck, & Waterways	Good	

Engine Room Skylights **Good** Coal Bunker, Openings, Lids, &c. **Good** Scuppers **Good** Cargo and Main Hatchways **Good** Hatches **Good**
 General Observations, Opinion as to Class, &c. **A part of S.S. No 2 have been complied with; the repairs as stated satisfactorily executed, the vessel so far as seen in a very good condition. I am of opinion so far as I have surveyed her she is eligible to remain as classed, but would respectfully submit that the completion of No 2 survey for iron ships may be considered on her arrival at Cardiff**

The Amount of Entry Fee **£ 2 : 0 : 0** received by me, **Edw. Elliott**
 Damage Survey Special **£ 9 : 9 : 0** 16 July 1877
 Certificate (if required) **£ 5 : 0 : 0**
 (Travelling Expenses, if any, £ **10/6**)

Committee's Minute **3rd August 1877**

Character assigned **See Off No 4104**

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



18855 Iron

Portside, renewed And rerolled 7 plates in the sheer strake and
4 others below sheer strake, Repaired 5 Frames with bosompiece
And reverse bars; Renewed the bulwarks from main rigging to gunplate
Against stern with all stantions, Cham plates & dead eyes to foremast
Renewed And repaired fore-castle beams, stringer plates, And fore-castle
deck, with all fittings, Guard stantions & Chains, Cathead & Whisker
The Windlass (iron) Taper to pieces & Examined And new end fitted.
Renewed on the Starboard side 4 Bulwark plates And stantions
with main And Topgall + Rails & Angle irons on both sides where necessary
Renewed Also 7 sheets of upper deck And Caulked the upper deck
And Fore-castle all over. The whole of these damages have been
made good with suitable materials: Cham Cables ranged on deck
Renewed 15 Fathoms $1\frac{1}{2}$ Chain Cable tested at Chester 140cs 7/6
Measuring strain Applied $58\frac{14}{20}$ Tons See $40\frac{10}{20}$ Sign & Anchor Jack.
Edw. Elliott