

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at **London** Date, first Survey **21st June** Last Survey **13th July** 1877
578 on the **M. "Allahabad"** Master **Westcott**
 Tonnage under Tonnage Deck **1092** Built at **Liverpool** When built **1864 - 9th**
 Ditto of Spar Deck, or Avoning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **1185** Owners **Stevens & Sons** Port belonging to **London**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam **1185** By whom built **Potter** Destined Voyage **Calcutta**
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 If Surveyed Afloat or in Dry Dock **Britannia dry dock & afloat.**

Length of Poop **37-6** ft. Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **1** Character in Register Book. ***A. 1. 3. 75**
 Last Survey, No. **15200** Port **Iron** Classed **S. S. Lon No 1-73**
 S. S. cl. 3. 69

REPAIRS, OR EXAMINATION AS PER RULE **Part S.S. No 3 & alterations**

The close ceiling lifted, with the exception of about 18 feet in the after hold upon which outward cargo had been placed. The floors, frames &c where exposed chipped and scraped and the cement repaired where found defective, and new ceiling laid over these parts of 2 1/2" p.p. Batten above close ceiling removed and the iron work scraped and painted, but that under the close ceiling was coated with cement wash. 34 shifts of plank renewed in upper deck, and the whole of the forecastle deck and covering board renewed. Poop shortened about 14 feet one mizen chain plate removed and the side plating cut away and the gutter waterway continued farther aft. 2 iron additional bulwark stanchions fitted in this

Present Condition of the

Decks	Keelsons	Good	Windlass and Capstan	Good
Waterways	Breasthooks and Stemson	—	Pumps	—
Comings	Transoms, Pointers, and Crutches	—	Boats	4 No —
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	from deck
Planksheers	Keelsons	—	Sails	Good
Sheerstrakes	Clamps and Shelves	—	Anchors No. of	3 B-13-2k
Rudders	Ceiling	—	Cables	Good
Wales	Rudder	—	Hawsers and Warps	—
Bottom (Bottom) and Counter	Copper Paint When put on	None	Standing & Running Rigginy	—
Engine Room Skylights	Caulking of	—		
Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	Good		
Scuppers				
Cargo and Main Hatchways				
Hatches				

General Observations, Opinion as to Class, &c. **This vessel is now in good condition and eligible in our opinion to remain as classed *A.1. and it is the owners' intention to renew that portion of the ceiling above referred to, and to range the chain cables on the vessels return from this voyage, when the vessel will be entitled to have S. S. Lon No 3 recorded.**

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

19/7/77 Special ... £ 6 : 6 : 0 } 24th Sep 1877

Certificate (if required) ... £ ...

(Travelling Expenses, if any, £ ...)

Committee's Minute 25th September, 1877.

Character assigned

J. W. Bullard
 W. B. Davey
 Surveyor to Lloyd's Register of British and Foreign Shipping



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19150 Iron

part, and the bulward extended to break of poop in a uniform manner. The whole of the poop deck and covering board renewed. An iron bulkhead $5\frac{1}{2}$ " thick now fitted to break of poop the upper part being secured to a beam and the lower to an angle iron fitted on the original wood cant; this angle iron is secured through the cant & deck to an iron beam, and the bulkhead stiffened in the usual way by angle bars. 2 new iron bollards fitted. Vessel placed in dry dock, bottom & keel sighted and the rudder bushed and the bottom recoaled with paint. Windlass examined.

One lower topsail yard, one lower royal yard - two topgallant yds, fore topmast, main topgallant mast and gaff and spanker boom all new.

The vessels rig altered to that of barge.
New deck work caulked.

J. W. Scullard
Wm. C. Savoy



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