

REPORT of SURVEY for REPAIRS, &c.

25880

No. in Reg. Book. *689* Survey held at *Glasgow* Date, first Survey *4th April* Last Survey *12th April 1870*
 on the *Iron Steamer Amara* Master *Stuart*

Official Number *2427* TONNAGE under Tonnage Deck *2427* Built at *Greenock* When built *1874*
 Ditto of Spar Deck, or Awning Deck *2427* Owners *British & Burmese S.N. Co. Ltd.* Port belonging to *Glasgow*
 Ditto of Poop *2427* Residence *150 St Vincent Place*
 Ditto of Raised Qr. Deck *2427* By whom built *Scott* Destined Voyage *Cly Rangoon*
 Ditto of Houses on Deck *2427* If Surveyed Afloat or in Dry Dock *Govan Graving Dock and Afloat*
 Ditto of Forecastle *2427* Reg. Tons as St' mer, cut on Bm. *1619*

Length of Poop *—* ft. Ditto, Forecastle *—* ft. Ditto, Raised Quarter Deck *—* ft.
 Last Survey, No. *18712* Port *Glasgow Iron* Classed *100 A1*
 Years assigned *7-77* Character in Register Book *—*

REPAIRS, OR EXAMINATION AS PER RULE *For S No 1*
Ceiling in berths equal to the timbers and a stroke on each side (excepting in the cross bunkers and in part of the main hold where damaged per Glasgow Report No 4682) lifted. The cement added to in places, one painting beam additionally riveted. The bottom outside scraped and recoated. The cables ranged on deck and the rest of the outfit found complete.
The bottom inside in the way of the coal reserve will be cleared when the vessel returns.

Cause of Repairs to be clearly stated.

Present Condition of the		Tonnage		Windlass and Capstan	
Decks	<i>Good</i>	<i>Rivets</i>	<i>Good</i>		<i>Good</i>
Waterways	<i>✓</i>	Breasthooks and Stenson	<i>✓</i>	Pumps	<i>✓</i>
Comings	<i>✓</i>	Transoms, Pointers, and Crutches	<i>✓</i>	Boats	<i>✓</i>
Upper Deck Beams & Fastenings	<i>✓</i>	Timbers of the Frame at the openings	<i>✓</i>	Masts, Yards, &c.	<i>Condition, how ascertained from the deck</i>
Lower Deck Beams & Fastenings	<i>✓</i>	Ditto Ditto at other places	<i>✓</i>	Sails	<i>Found to be complete</i>
Planksheers	<i>✓</i>	Keelsons	<i>✓</i>	Anchors	<i>No. of 3 B 1 S 2 K</i>
Sheerstrakes	<i>✓</i>	Clamps and Shelves	<i>—</i>	Cables	<i>27 fathoms</i>
Topsides	<i>✓</i>	Ceiling	<i>✓</i>	Hawsers and Warps	<i>Sufficient</i>
Wales	<i>✓</i>	Rudder	<i>✓</i>	Standing & Running Rigging	<i>✓</i>
Planks	<i>✓</i>	Copper	<i>Ceum When put on 74</i>		
Plank (Bottom) and Counter	<i>✓</i>	Caulking of	<i>✓</i>		
Engine Room Skylights	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.	<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.
This vessel is in good and efficient condition eligible to remain as classed 100 A1 and to be rated SS Cly No 1 70

The Amount of Entry Fee ... £ *4* : *4* : *—* received by me, *W. J. Humphreys*
 Special ... £ *4* : *4* : *—* April 1878
 Certificate (if required) ... £ *—* : *—* : *—*
 (Travelling Expenses, if any, £ *—*)

Committee's Minute *30th April, 1878.*
 Character assigned *100 A1*
W. J. Humphreys
 Surveyor to Lloyd's Register of British and Foreign Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.