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**REPORT of SURVEY for REPAIRS, &c.**

No. in Reg. Book. *1093* on the *SS "Commonwealth"* Survey held at *London* Date, first Survey & since *14 June 1878* Last Survey *14 June 1878* Master *A. Smith*

Official Number *1862* Tonnage under Tonnage Deck *1437* Ditto of Spar Deck, or Avoing Deck *1862* Ditto of Poop *1225* Ditto of Raised Qr. Dk. *1225* Ditto of Houses on Deck *1225* Ditto of Forecastle *1225* Gross Tonnage *1225* Crew Space, as per Rule *1225* Register Tonnage, cut on Beam *1225* Engine Room *1225* Reg. Tons as S<sup>r</sup>mer, cut on Bm. *1225*

Built at *Lunderland* When built *1876* 120 Owners *Day & Farlow* Port belonging to *Newcastle* Residence *Dorset* By whom built *Dorset* Destined Voyage *Regent dock* If Surveyed Afloat or in Dry Dock *Regent dock*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100A* Character in Register Book. *11-77*

Last Survey, No. *19598* Port *Iron* Classed *100A*

REPAIRS, OR EXAMINATION AS PER RULE

*On account of damage received in the Luzon canal. Fine frames and reversed frames in fore Hold on Port side repaired and made good, and plates there repaired and reboltoned. Bottom cleaned and recoated.*

Cause of Repairs to be clearly stated.

Present Condition of the	Good	Fine	Quiet	Good	Windlass and Capstan	Good
Decks	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>		<i>de</i>
Waterways	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Breasthooks and Stenson	<i>de</i>
Comings	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Transoms, Pointers, and Crutches	<i>de</i>
Upper Deck Beams & Fastenings	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Timbers of the Frame at the openings	<i>de</i>
Lower Deck Beams & Fastenings	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Ditto Ditto at other places	<i>de</i>
Planksheers	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Keelsons	<i>de</i>
Sheerstrakes	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Clamps and Shelves	<i>de</i>
Topsides	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Ceiling	<i>de</i>
Wales	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Rudder	<i>de</i>
Plank (Bottom) and Counter	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Copper	<i>de</i>
Engine Room Skylights	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	When put on	<i>de</i>
Coal Bunker, Openings, Lids, &c.	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Caulking of	<i>de</i>
Scuppers	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>	Bottom, Deck, & Waterways	<i>de</i>
Cargo and Main Hatchways	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>		<i>de</i>
Hatches	<i>de</i>	<i>de</i>	<i>de</i>	<i>de</i>		<i>de</i>

General Observations, Opinion as to Class, &c. *This vessel appears in good condition and eligible to remain as classed*

The Amount of Entry Fee ... £ *3 3* : : received by me, *J. P. Congdon* *26/6/78* Special ... £ *3 3* : : *July 1878*  
 Certificate (if required) ... £ *5* : :  
 (Travelling Expenses, if any, £ )

Committee's Minute *28th June, 1878.*  
 Character assigned *100A*  
*213W*



[4,000-25/177.]

IRON 478-0283