

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 84** Survey held at **Singapore** Date, first Survey **10 Oct** Last Survey **19 Oct** 1878
258 on the **S.S. Penodo** Master **Gain**

Official Number **65987**
 Tonnage under Tonnage Deck **820**
 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 **1029**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St mer, cut on Bm. **652**
 Built at **Hartlepool** When built **1872**
 Owners **Brazil Steam ships** Port belonging to **Liverpool**
 Residence
 By whom built **Witchy** Destined Voyage **Mocha**
 If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **27** ft. Ditto, Forecastle **27** ft. Ditto, Raised Quarter Deck **88** ft. Years assigned. **90 A 1**
 Last Survey, No. **18216** Port **Singapore** **2.99**
 REPAIRS, OR EXAMINATION AS PER RULE **Repairs** S.S. No. **79**

This vessel in her recent voyage from this port bound to New-
 chuang via Swatow with part general cargo on board, in ballast
 trim, after leaving Swatow encountered a severe typhoon off the
 Larnock Is. on 9th October & put back to this port on 9th Oct.
 Captain Gain having some of his ribs broken & the second mate had
 been injured about the head.

The vessel sustained the following damage & losses during the
 typhoon: Washed tarpaulins off main & after hatches & stove in
 the hatches, lost Port cutter with all gear & sails & oars.
 Starboard cutter stove, bows & sides broken, on either side, Enganoes
 Deck Cabin stove & gutted, Engine room skylight stove in, one deck
 plank broken under port bow stowage. Funnel guys carried away,
 bolts broken, - Funnel started from fastenings & working badly.

Present Condition of the	Decks	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Planksheers	Sheerstrakes	Topsides	Wales	Plank (Bottom) and Counter	Engine Room Skylights	General Observations, Opinion as to Class, &c.
in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	This vessel is in good order throughout, and Sum of opinion that is worthy of being continued in her 90 A 1 Character as classed.
in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	
in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	
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in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	in good condition	

The Amount of Entry Fee ... £ **3 16 25** received by me, **48 75**
 Special ... £ **32** Oct 1878
 Certificate (if required) ... £ **32**
 (Travelling Expenses, if any, £ **32**)

Committee's Minute **17th December, 1878.**
 Character assigned **90 A 1**
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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2 stove hoods ventilators, ventilator to tunnel & cabin ventilator washed away. Port bulwarks (Iron) abreast of main hatch bent inwards & four of the bulwarks stays broken from riveting, & a portion (20 feet) of the topgallant rail washed away, wheel gratings, Great safe, accommodation ladder, 4 deck ladders, 4 water casks, life boats oars, 2 hammock casks, 2 windsails, deep sea lead line, stay line, 6 hand spikes, 9 buckets, 2 snatch blocks, 3 winch covers, 4 tarpaulins & 4 boats covers, wooden boarding starboard side (20 feet) sharp from & ash shoot washed away & destroyed. After steam winch pipes & rods broken. Iron side railings around bridge, bridge awning stanchions, & iron davitt to gangway ladder bent. Iron hatch battens bent & twisted, 2 side light flaps broken, & 9 globe lanterns smashed, a quantity of running gear bent up to secure hatches during the typhoon, Racking of Hoop Deck strained. Engine Room, Governor chain, & spring for same broken, governor rod bent & set of springs for pistons & four pistons bolts broken, a set of blocks & tackles washed overboard in securing funnel.

All the above mentioned damage & losses to hull & machinery have been made good & the Deck repaired.

The hull has not received any damage & shows no signs of strain.

E. Bruce