

REPORT of SURVEY for REPAIRS, &c.

No. 28706
 No. in Reg. Book. 211 on the *S. Iron Duke*
 Survey held at *London* Date, first Survey *29 Nov-79* Last Survey *10th December 1879*
 Master *Taylor*
 TONNAGE under Tonnage Deck *1388*
 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 *1435*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1435*
 Engine Room
 Reg. Tons as St'mer, cut on Bm.
 Built at *Liverpool* When built *1863*
 Owners *J. Harprowe* Port belonging to *Liverpool*
 Residence
 By whom built *Lawrence* Destined Voyage *Melbourne*
 If Surveyed Afloat or in Dry Dock *Afloat in S. W. India Works*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *1* Character in Register Book. *A 1*
 Last Survey, No. *S. S. Dun No 3. 75* Port *11. 77*

REPAIRS, OR EXAMINATION AS PER RULE *for S. S. No 1. (Completion of).*

This vessel has recently been submitted to Special Survey held at Dundee, and the Rules then complied with except as regards a portion of the vessel amidships - See Dundee Report attached.
 The whole of the ceiling from second bilge keelson on one side to a similar position on the other side has been lifted from the fore end of after (or quarter) hatchway to the second stanchion before main hatchway.
 The cement found to be everywhere in good condition and closely adhering to the iron.
 A Kease Anchor now supplied.
 Height - *5' 1" 0" 14* } Proof strain *8. 10 - No 3835. River near Comin. 5 March 1877*
(Signed) J. Hartman

Present Condition of the					
Decks	<i>Good</i>	Tree-nails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>Do</i>	Breasthooks and Stemson	<i>Do</i>	Pumps	<i>Do</i>
Comings	<i>Do</i>	Transoms, Pointers, and Crutches	<i>Do</i>	Boats	<i>Do</i>
Upper Deck Beams & Fastenings	<i>Do</i>	Timbers of the Frame at the openings	<i>Do</i>	Masts, Yards, &c.	<i>Do</i>
Lower Deck Beams & Fastenings	<i>Do</i>	Ditto Ditto at other places	<i>Do</i>	Condition, how ascertained	<i>from deck</i>
Plank-sheers	<i>Do</i>	Keelsons	<i>Do</i>	Sails	<i>Good</i>
Sheerstrakes	<i>Do</i>	Clamps and Shelves	<i>Do</i>	Anchors No. of <i>3 B. 15. 2K</i>	
Topsides	<i>Do</i>	Ceiling	<i>Do</i>	Cables <i>part seen</i>	<i>Good</i>
Wales	<i>Do</i>	Rudder	<i>Do</i>	Hawsers and Warps	<i>Do</i>
Plating	<i>Do</i>	Copper Cement When put on	<i>Do</i>	Standing & Running Rigging	<i>Do</i>
Plank (Bottom) and Counter where seen	<i>Do</i>	Caulking of	<i>Good</i>		
Engine Room Skylights		Bottom, Deck, & Waterways	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.		Scuppers	<i>Do</i>	Cargo and Main Hatchways	<i>Do</i>
Hatches	<i>Do</i>				

General Observations, Opinion as to Class, &c. *She is now in a good and efficient condition and the portion of the Rules for First Special Survey not carried out at Dundee having now been complied with she is eligible in my opinion to remain as classed and to be noted S. S. Dun No 1. 79 in the Register Book. (per Dundee 4282)*

The Amount of Entry Fee ... £ 2 : 2 : 0 received by me, *C. H. R.*
 12/12/79 Special ... £ 2 : 2 : 0
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute *12th December, 1879.*
 Character assigned *A 1*
DBW S. S. No 1-79

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