

# REPORT of SURVEY for REPAIRS, &c.

No. 4831

No. in Survey held at  
Reg. Book.

1/3 on the *Iron S. "Bann"*

Date, first Survey 8<sup>th</sup> July

Last Survey 10<sup>th</sup> July 1880

Master *A. C. Rae*

TONNAGE under Tonnage Deck  
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  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St' mer, cut on Bm.

Built at *Sunderland* When built *1875*

Owners *J. Nourse* Port belonging to *Londan*

Residence

By whom built *Oswald* Destined Voyage *Calcutta via Liverpool*

If Surveyed Afloat or in Dry Dock *Afloat.*

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. *23558* Port *Londan Iron* Classed *100A1*  
*5-49*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated. This vessel was surveyed as described below with a view to her going through the S. S. No. 1 survey, but as no dry dock here was available, it was decided to complete the Survey at Liverpool, to which Port she was about to proceed.

Port survey done here: being lifted as per Rule in the after hold from the pumpwell aft; and the fore part of the hold was done from the foremast forward. In these parts she was found to be in good condition, as also was the cement. The tween decks was also in good condition, and the fore peak has been scraped and painted. She has been repainted from the water line to gunwale.

Present Condition of the		Freemasts		Windlass and Capstan	
Decks	<i>good</i>	<i>Paint</i>	<i>good</i>		<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>By gauging &amp; examination</i>
Planksheers	<i>do</i>	Keelsons <i>where seen</i>	<i>do</i>	Sails	<i>Said to be sufficient</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of	<i>Sufficient</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>do</i>
Plank (Bottom) and Counter	<i>not seen</i>	Copper (or Y.M.)	<i>When put on</i>	Standing & Running Rigging	<i>do</i>
Engine Room Skylights		Caulking of	<i>good where seen</i>		
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	<i>seen</i>		
Scuppers	<i>good</i>			Cargo and Main Hatchways	<i>good</i>
Hatches	<i>good</i>				

General Observations, Opinion as to Class, &c. When this vessel has been docked and the remainder of the Survey completed she will be eligible to be marked S. S. No. 1. 1880.

The Amount of Entry Fee ... £ 0: 0: 0 received by me, *R. J. Reed.*  
Special ... £ 2: 2: 0  
Certificate (if required) to be sent as per margin... £ 0: 0: 0

(Travelling Expenses, if any, £ )

Committee's Minute Tuesday, July, 27<sup>th</sup> 1880.

Character assigned *Deferred*  
*Written to Liverpool 28/7/80*