

REPORT of SURVEY for REPAIRS, &c.

27688

No. in 188 Survey held at London N.S.W. Date, first Survey 24 June 1880 Last Survey 30 June 1880

g. Book. 188 on the Durston Steamer Master J. A. Reeves

TONNAGE under Tonnage Deck <u>1348</u>	Built at <u>London</u>	When built <u>1874</u>	YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck	Owners <u>Eastern & Colonial Steam Co.</u>	Port belonging to <u>London</u>	
Ditto of Poop	Residence <u>London</u>	By whom built <u>J. & A. Inglis</u>	Destined Voyage <u>Bombay</u>
Ditto of Raised Qr. Dk.		If Surveyed Afloat or in Dry Dock <u>in dock and afloat</u>	
Ditto of Houses on Deck			
Ditto of Forecastle			
Gross Tonnage <u>1503</u>			
Crew Space, as per Rule			
Register Tonnage, cut on Beam <u>891</u>			
Engine Room			
Reg. Tons as St mer, cut on Bm. <u>891</u>			

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.

Last Survey, No. 25911 Port Iron Classed 100A1 Character in Register Book. 2-80

REPAIRS, OR EXAMINATION AS PER RULE for repair of damage P.S. Nov-79

Planks decked scraped for examination, found keel at about eight feet forward of Stern Post, bent 1 1/2 inches to starboard, in length of six feet, all the rivets at and about the locality of the keel cut out. Keel made hot and shakedown to original shape, new rivets put in and all bulk and land in locality caulked. The external points of blades of Propeller broken, new points had and rivetted on.

The above repairs were rendered necessary in consequence of the Durston having struck a rock entering the Harbour at Thursday Island on her voyage hence to Penang.

Present Condition of the			
Decks	<u>Good</u>	Freenails <u>Plank</u>	<u>good</u>
Waterways	<u>dr</u>	Breasthooks and Stenson	<u>dr</u>
Comings	<u>dr</u>	Transoms, Pointers, and Crutches	<u>dr</u>
Upper Deck Beams & Fastenings	<u>dr</u>	Timbers of the Frame at the openings	<u>dr</u>
Lower Deck Beams & Fastenings	<u>dr</u>	Ditto Ditto at other places	<u>dr</u>
Planksheers	<u>dr</u>	Keelsons	<u>dr</u>
Sheerstrakes	<u>dr</u>	Clamps and Shelves	<u>dr</u>
Topsides	<u>dr</u>	Ceiling	<u>dr</u>
Wales	<u>dr</u>	Rudder	<u>dr</u>
Plank (Bottom) and Counter	<u>dr</u>	Copper	When put on
Engine Room Skylights	<u>Good</u>	Caulking of	
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>
Scuppers	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Cargo and Main Hatchways	<u>Good</u>	Pumps	<u>dr</u>
Hatches	<u>Good</u>	Boats	<u>dr</u>
		Masts, Yards, &c.	<u>dr</u>
		Condition, how ascertained	<u>exp. by Pipe expanded &c</u>
		Sails	<u>dr</u>
		Anchors No. of <u>3 B. 2 L. 3 K.</u>	
		Cables	<u>30 fms good</u>
		Hausers and Warps & Javelins	<u>very good</u>
		Standing & Running Rigging	<u>dr</u>

General Observations, Opinion as to Class, &c. This Steamer is now in a good and efficient state of repair. fit for the conveyance of dry perishables good to and from all parts of the world. and in my opinion merit the favourable consideration of the Committee to be allowed to return her class of 100 A-1

The Amount of Entry Fee£ : : received by me, }
 Special£ 6 : 6 : 18 }
 Certificate (if required)£ : 8 :
 (Travelling Expenses, if any, £)

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

Committee's Minute Tuesday, September, 28th 1880.

Character assigned 100A1
DBU 25911

