

REPORT of SURVEY for REPAIRS, &c.

28697 Rec 8/12/80

No. 1744 Survey held at *Amoy* Date, first Survey 18th Oct Last Survey 22nd October 1880
 on the *S. S. Brisbane* Master *J. A. Russell*
 Tonnage under Tonnage Deck 1343
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 1503
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm. 891
 Built at *Glasgow* When built 1874 June
 Owners *J. Guthrie & Co.* Port belonging to *London*
 Residence *34, Leadenhall St. London E.C.*
 By whom built *Angles* Destined Voyage *Australia*
 If Surveyed Afloat or in Dry Dock *afloat*

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Last Survey, No. 27655 Port *London* Classed 100 A1
 REPAIRS, OR EXAMINATION AS PER RULE *Repairs.* 5.2. No. 39 6

This vessel encountered a Typhoon in the 14/15 instant in this late voyage from this port to Australia, carrying passengers, mails & general cargo. The vessel left Amoy in 14th & put back in 16th inst.
 On examination I found the following damage done had taken place during the typhoon.

Damage starboard side, main rail 27.3 x 12 x 3 1/2, Bridge deck rail 41.6 x 9 x 2 1/2 carried away, iron side railing around bridge deck broken in places, Bulwark fittings on both sides of ship & around stern started & mouldings & paneling broken, after deck house damaged & canvas covering on top of same destroyed & windows & window gratings (brass) broken, main beam crutch broken, screw steering gear aft damaged, five boats davits bent & guys, ridge chains, & securing spars carried away, 2 ship pens damaged, 1 Pinnace & 1 cutter stove, 1 bit split, Awaiting ridge chains

Present Condition of the	Good	Rivets	Good	Windlass and Capstan	Good
Decks	do	Treenails	do	Pumps	do
Waterways	do	Breasthooks and Stenson	do	Boats	do
Comings	do	Transoms, Pointers, and Crutches	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Condition, how ascertained by personal examination	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Sails 9 suits complete	do
Planksheers	do	Keelsons	do	Anchors No. of 3 & 10 20 fms	do
Sheerstrakes	do	Clamps and Shells	do	Cables 270 fms 1 1/2 Stream 75 fms 1 1/2	do
Top-sides	do	Ceiling	do	Hawsers and Warps 2 & towlines good	do
Wales	do	Rudder	do	Standing & Running Rigging	do
Plating	do	Copper Paint When put on	good		
Plank (Bottom) and Counter	do	Caulking of	good		
		Bottom, Deck, & Waterways	good		

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good
 General Observations, Opinion as to Class, &c. This vessel is in a good & efficient state of repair

fit for the conveyance of dry & perishable cargoes to & from all parts of the world, and in my opinion merits the favorable consideration of the Committee to be continued in her present 100 A1 Character as classed.

The Amount of Entry Fee ... £ 30 & 16³⁶ received by me, £ 48³⁶
 Special ... £ : 32 : Act 1880
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)

Committee's Minute

Friday, December 10th, 1880,

Character assigned

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



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The Surveyors are requested not to write on or below the space for Committee's Minute.

Iron 497-0259

28697 Iron

Iron & aft. carried away & crop pieces to awning spar broken.
Washed overboard & destroyed. After stowing wheel & wheel gratings, wheel
telegraph, Brimack & stand & lamp, wheel awning with stanchions,
spars, ridge chains & flag staff, all after & Bridge deck awning spars, three
life boats, one quarter boat, one Jolly son gey test with all fittings, rig.
Sails, bars, masts, iron locks &c, one boat davitt (Arm), 4 side awnings,
2 canvas screens for stove hood, main hatch awning, 7 boat covers, Iron
chain body hatch covers, 6 life buoys, 1 patent life buoy, 8 iron coops
1 ship pen, 14 harness casks, 2 Lee chests, 1 life belt box, 1 Bontswain's
chest, 8 boat baricas, 12 deck buckets & rack, 1 Forecastle ladder, 1 Engine
hatch ladder, 1 accommodation ladder, 3 Arm ventilators, 2 Teak wood
seats, 3 brass hand rails for Bridge deck ladders & 30 Window & skylight
glass broken in deck houses skylights &c 6 side window glasses broken
1 Arm socket broken.

Engine Room, Auxiliary fuel pipe broken, safety valve spindle
broken, Bilge discharge pipe broken, 2 brass gratings for Engine room
skylight & 3 wood plugs for top of same lost, Engine room clock
& 5 sq. Emery cloth damaged, 8 assorted files lost.

The Hull & deck show no signs of strain, the vessel made no
water during & since the typhoon, and the cargo was undamaged
in the Hatchways.

All the above damage & losses have been made good and the vessel
placed in the same good & seaworthy condition she was in before
the storm.

The "Bristan" continued her voyage on 22^d Instant.

Chunio



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