

34.255

(Half-time)

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. 163. No. 327 Survey held at London Date, first Survey Oct 15th Last Survey Nov 7th 1874
on the Bark "Iragu" Master Giffard.
Tonnage 327 built at Guernsey When built 1866 8 mo.
By whom built Sebire Owners Messrs Le Lacheur & Sons
Port belonging to Guernsey Destined Voyage Ceylon
If Surveyed Afloat or in Dry Dock Nelson Dry Dock.

Last Survey, No. 325 Port London Classified 14 Years assigned. 8-72. Character in Register Book. AI.

REPAIRS, OR EXAMINATION AS PER RULE

Section 34.

Vessel placed on blocks in dry dock, keel and bottom seen and examined, hold cleared & stages made, timbers and air courses cleared, an air course cut under the clamp, under each tier of beams, all fore & aft, as well as a new air course at the range of floor heads, on both sides, at each end, for one fifth the length of the ship; outside plank scraped bright in sections, bolts and treenails driven out in accordance with the rules; windlass unhung, wood lining stripped & chain cables ranged on deck and inspected.

Now done in Yellow Metal sheathing stripped off, bottom caulked & re-metalled on felt - New hawse pipe fitted

P. I. O.

Present Condition of the

Decks } Good
Waterways }
Comings }
Upper Deck Beams & Fastenings } Firm
Lower Deck Beams & Fastenings }
Planksheers }
Sheerstrakes } Good
Topsides }
Wales }

Treenails }
Breasthooks and Stemson }
Transoms, Pointers, and Crutches }
Timbers of the Frame at the openings }
Ditto Ditto at other places } Good
Keelsons }
Clamps and Shelves }
Ceiling }
Rudder }
Copper } Good
When put on Now
Caulking of }
Bottom, Deck, & Waterways }

Windlass and Capstan Good
Pumps 2-in No do
Boats 3-in No do
Masts, Yards, &c. do
Condition, how ascertained Enquiry & Observation
Sails double suit Good
Anchors No. of 3B-1S-2K- do.
Cables 210 fms Ranged
Hawsers and Warps Good &
Standing & Running Rigging Sufficient

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 and efficient condition fit for the safe conveyance of dry and perishable goods to and from all parts of the world, & we beg to recommend her to the favorable consideration of the Committee, with a view of an improved class under the Mixed Material rule, she is now eligible in our opinion to be marked H. T. Lon 74.

The Amount of Entry Fee ... £ : : received by me, Thos. J. Shilston.
Special ... £ 4 : 4 : 0 { 13/11/1874
Certificate (if required) ... £ : 5 : 0

(Travelling Expenses, if any, £)

Committee's Minute 13th November 1874

Character assigned Raised to 15A-1.

Genl Comd 12+14 3/4 m
H.T. 1874



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LON660-0052

on port side ~

Regarding the Owners application for an improved class, the materials of which the vessel is found to be composed are as follows - viz -

Frame of English & French Oak ~	12 Years Mtl.
Stem and Sternpost of Teak ~	14 Years do
Kelson, 6 Hold Beams, 16 Deck Beams & about half the ceiling Tween deck; Teak	14 Years do
Upper deck waterway, Planks sheer, sheer strake, Topsides, Wales & Black strakes	
are also of Teak ~ ~ ~ ~	14 Years do
and the remainder of twelve years Materials.	

J. Skilston.

Thomas Congdon

Small Bower

An Anchor, and Fifteen Fathoms of Chain cable having been lost, they have now been replaced with others. Tests as follows viz -

Anchor.

No 1744 - Weight ex stock. Cwt Grs Lb
10 - 2 - 4.

Proof strain applied. Tons Cwt
12 - 9.

Dated. Poplar, London. 19th March 1866 -

Signed Henry Adams & Thos M. Gladstone.

Chain 15 Fathoms Stud link.

Size 1 $\frac{1}{4}$ " - Proof strain applied 28 $\frac{1}{2}$ Tons.

Breaking strain applied 42 $\frac{3}{4}$ Tons

Dated - River Wear Commission } Oct 10th 1873.
Sunderland }

Signed J. Hartness.

J. Skilston.

Thomas Congdon



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