

# REPORT of SURVEY for REPAIRS, &c.

Change of Owners 41232

(Received at London Office, 9/3/82)

No. in Survey held at London Date, first Survey July 21<sup>st</sup> Last Survey July 27<sup>th</sup> 1882  
 Reg. Book. on the Iron Screw Steamer "Madras" Master Richardson

Official Number 70625  
 Tonnage under Tonnage Deck 1160  
 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 1172  
 Crew Space, as per Rule  
 Register Tonnage, out on Beam  
 Engine Room  
 Reg. Tons as St<sup>er</sup>mer, cut on Bm. 1070  
 Built at Stockton When built 1874  
 Owners Harris and Son Port belonging to London  
 Residence 51 Gracechurch Street London E.C.  
 By whom built M. Pearce and Co. Destined Voyage Ind. - Bremen  
 Surveyed Afloat and in Dry Dock Simons's Dry Dock  
 (State Name of Dock)

Length of Poop ✓ ft. Ditto, Forecastle ✓ ft. Ditto, Raised Quarter Deck ✓ ft.  
 Years assigned. 90 A.1  
 Character in Register Book. 5.81  
 Last Survey, No. 706 Port Ant  
 REPAIRS, OR EXAMINATION AS PER RULE for Special Survey No 2  
 Cause of Repairs to be clearly stated.

*This vessel was placed in dry dock the bottom cleaned and recoated. The timbers and those strakes of ceiling removed, and the ceiling on the double bottom entirely taken up. The surfaces of the plating examined, together with the masts and general equipment. Chain cables ranged and found good and sufficient. Double bottom tested to the required height and found tight*

Present Condition of the Decks <u>good</u>	Trunnels <u>Minor good</u>	Winches
Waterways <u>do</u>	Breasthooks and Stemson <u>do</u>	Windlass and Capstan <u>good</u>
Comings <u>do</u>	Transoms, Pointers, and Crutches <u>do</u>	Pumps <u>good</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame at the openings <u>do</u>	Boats <u>do</u>
Lower Deck Beams & Fastenings <u>do</u>	Ditto Ditto at other places <u>do</u>	Masts, Yards, &c. <u>do</u>
Plank sheers <u>none</u>	Keelsons <u>good</u>	Condition, how ascertained <u>Examination</u>
Sheerstrakes <u>none</u>	Clamps and Shelves <u>Minor good</u>	Sails <u>Complete &amp; good</u>
Topsides <u>Water tank &amp; good condition</u>	Ceiling <u>do</u>	Anchors No. of <u>3 B 1 &amp; 2 M</u>
Wales <u>Water tank &amp; good condition</u>	Rudder <u>good</u>	Cables <u>Complete and good</u>
Plank (Bottom) and Counter	Copper (or Y.M.) <u>When put on</u>	Hawsers and Warps <u>good</u>
Engine Room Skylights <u>good</u>	Caulking of Bottom, Deck, & Waterways <u>good</u>	Standing & Running Rigging <u>good</u>
Coal Bunker, Openings, Lids, &c. <u>good</u>	Scuppers <u>good</u>	Cargo and Main Hatchways <u>good</u>
Hatches <u>good</u>		

General Observations, Opinion as to Class, &c. Being in good and efficient condition and the requirements of the Rules for special survey number 2 having been complied with this vessel is considered eligible to remain in class and marked in the Register both L & Ton No 2 82

The Amount of Entry Fee ... £ 1 : 0 : 0 received by me, C.R. Richardson  
 Special ... £ 4 : 4 : 0  
 Certificate (if required) to be sent as per margin... } £ 0 : 0 : 0  
 (Travelling Expenses, if any, £ )

Committee's Minute Friday, March, 10th. 1882.

Character assigned 90 A.1  
B.M.S. 2, 82  
S.S. No 2-82



[Form No. 2 for Repairs—4,000—16/4/81.]

(Insert Character precisely as in Register Book.)