

43362
REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London* Date, first Survey *22nd Oct^r* Last Survey *17th Dec^r* 1883
Reg. Book. *493* on the *Iron Brig "Dunrobin Castle"* (No. of Visits) Master *Harrison*
TONNAGE under Tonnage Deck *2737* Built at *Glasgow* When built *1875* MONTH *11th*
Ditto of Spar Deck, or Awning Deck Owners *P. Currie & Co.* Port belonging to *London*
Ditto of Poop Residence
Ditto of Raised Qr. Dk. By whom built *R. Napier & Sons.* Destined Voyage *Cape Town.*
Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *In Green's Dry Dock.*
Gross Tonnage *2811* (State Name of Dock)
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm. *1784*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
Last Survey, No. *42077* Port *Lon* Classified *100A.1*
S. L. Lon. N^o 1-80 12, 82

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

State dates of any letters respecting this case

Society's Freeboard (if assigned) as painted on Ship

MOULDED DEPTH of Ship, if not yet recorded in Register Book

Special Survey N^o 2 also alteration of main & after hatchways.

This vessel has been placed in dry dock; the bottom examined & coated. The timber boards and ceiling in excess of three strakes fore and aft on each side removed; the cement examined & found adhering well to the iron. The chain cables ranged and examined. The windlass is of iron and is in good condition.

The main hatchway has now been lengthened from 16 feet to 28 feet. The tie plates in way of the same on upper deck to two beam spaces beyond each end of hatchway have now been made double the width required for original tie plates. The upper deck beam at each end of hatchway has been strengthened by an angle iron 4" x 4" x $\frac{7}{16}$ " riveted along the beam just above the bulb. New coaming and headledge plates $\frac{1}{2}$ " thick at upper deck and at

Present Condition of the

Decks	<i>good</i>	Ironails	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps	<i>do</i>
Comings	<i>do</i>	Transoms, Painters , 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>examined</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>	Sails	<i>good</i>
Sheerstrakes	<i>do</i>	Clamps and Shells	<i>do</i>	Anchors	No. of <i>3 B. 1 S. & kedges.</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>	Cables	<i>300 fathoms - complete</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Haulsers and Warps	<i>good</i>
Plating	<i>do</i>	Copper (or I.M.) When put on	<i>do</i>	Standing & Running Rigging	<i>do</i>
Blank (Bottom) and Counter	<i>do</i>	Cement (if Iron Ship)	<i>do</i>		
		Caulking of Bottom, Deck, & Waterways	<i>do</i>		

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 good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for Special Survey N^o 2 having been complied with, to be marked in the Register Book S. L. Lon. N^o 2-83.

The Amount of Entry Fee ... £ - : - : - received by me, *28 Jan 1884*

Certificate (if required) to be sent as per margin... £ 1 : 5 : -

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

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

TUESDAY 22 JAN 1884

middle deck. Two shifting web plates fitted at this hatchway at the upper deck and two at the middle deck. Several deck planks renewed of teak on each side and at after end of this hatchway.

The after hatchway has been lengthened to 16 feet. The upper deck beam at each end of this hatchway has also been strengthened by an angle iron $4" \times 4" \times \frac{9}{16}"$ as for the main hatchway. The coamings & headledges are $\frac{1}{2}"$ thick - they were the original coamings & headledges of the main hatch and have been transferred to after hatchway. One shifting web plate fitted to this hatchway at the upper deck and one at the middle deck.

The upper deck between the engine room and after hatchway has been taken up from tie plate to tie plate and this space has now been plated over with $\frac{1}{2}"$ plating, and the deck over the same renewed of teak. Solid hatches now fitted to the main & after hatchways & fore hatchway.

J. H. Truscott.
Senhouse Martindale