

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

MONDAY 2 Nov 1885

No.

No. in
Reg. Book.

Survey held at *London*

Date, First Survey *12th Oct.*

Last Survey *16th Oct. 1885*

(No. of Visits *Three*)

366 on the *Iron Screw Steamer "DORUNDA"*

Master *H. R. Sayers*

YEAR MONTH

TONNAGE:—

NET *1943*

GROSS *2977*

UNDER DK. *2920*

Built at *Gumbarton*

By whom *W. Penny & Bros.*

When *1875*

Owners *Gray, Dawes & Co.*

Port belonging to *Glasgow*

Owners' Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Royal Albert*

Destined Voyage *Queensland*

Length of Poop _____ ft.: of Forecastle _____ ft.: of Raised Or. Deck _____ ft.: Moulded Depth _____ ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Classed

100 A7

Last Survey, No. *111636* Port *Lon*

S.S. No 2. 84

1.85

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

Condition.

This Vessel has been examined in the Royal Albert graving dock.

The bottom outside found in good order has been cleaned and painted.

The Donkey boiler has now been replaced by a new one of larger size, and the iron house has been enlarged to suit it.

The portion of the orlop beam crossing No. 2 hatchway has now been cut away, for the purpose of shipping some machinery, and temporarily connected. It is proposed on the Vessel's return to fit fore and aft coaming to this hatchway, and dispense with the portion of the beam in question, so as to form a permanent hatchway.

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>7 Good</i>
Waterways	"	Freeboards or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stemson	"	Windlass & Capstan	"	Condition, how ascertained	<i>Iron deck</i>
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<i>2 suits Good</i>
Down'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of <i>3 B, 1 S, 2 K</i>
Keelsons	"	Ditto ditto at other places	"	Caulking of Bottom, D'k, & Waterways	"	Cables	<i>Part seen Good</i>
Trunks	"	Keelsons	"	Copper, or Y.M.	"	Hawsers & Warps	<i>4 1/2", 4", & 2 1/2" wire</i>
Stowage	"	Clamps & Shelves	"	(State if on Felt.)	"	Standing & Running Rigging	<i>Good</i>
Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	When put on	"		
General Observations, Opinion as to Class, &c.:		Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	<i>Good</i>

This Vessel is now in good and efficient condition, and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (if any) (per Sec. 28) £ : :
*Certificate (if required) to be sent as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

received by me,
188

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

Committee's Minute

Character assigned

FRIDAY 13 NOV 1885