

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

TUESDAY 9 MARCH 1886

No. 45561 on the *Steel Screw Steamer "GOORKHA"* Master *J. Henderson*
 No. in Reg. Book. Survey held at *London* Date, First Survey *19th Feb* Last Survey *4th Feb* 1886
 (No. of Visits *1*)
 TONNAGE:— NET *2660* GROSS *4104* UNDER DEK. *2612*
 Built at *Glenbarron* By whom *W. Leung & Bros* When *1882*
 Owners *British India S. N. 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 *Colombo, Madras & Calcutta*
 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 A1*
 Last Survey, No. *45561* Port *London*
 (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

Part I. S. No. 1.

This Vessel has been examined in the Royal Albert dry dock, and afloat in the Royal Albert dock.

The bottom found in good order has been cleaned & painted. The hatchways of ceiling have been lifted in all the holds, the timbers cleaned out, cement examined and found in good order, and the floors cleaned and coated with cement wash.

The sides of the holds, and tween decks have been examined and found in good order throughout.

The timbers and spaces under the engines, boilers and stokeholes have been cleaned out, the cement examined and found in good order, the floors under the boilers in need of sealing and painting which will be done at Calcutta.

The fore peak has been examined and found in good order, and the after peak in need of cleaning and painting which will be done on the voyage.

The masts and yards have been examined and found in good

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>7</i>	<i>Good</i>
Waterways	<i>"</i>	Trunnions or Rivets	<i>"</i>	Rudder	<i>"</i>	Masts, Yards, &c.	<i>"</i>	<i>"</i>
Comings	<i>"</i>	Breasthooks & Stemson	<i>"</i>	Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>Examined</i>	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	<i>"</i>	Pumps	<i>"</i>	Sails	<i>Good</i>	<i>"</i>
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>"</i>	Anchors	No. of <i>3B, 1S, 2K</i>	<i>"</i>
Planksheers	<i>"</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bottom, Dk, & Waterways	<i>"</i>	Cables	<i>Raised</i>	<i>Good</i>
Sheerstrakes	<i>"</i>	Keelsons	<i>"</i>	Copper, or Y.M. (State if on Felt.) When put on	<i>"</i>	Hawsers & Warps	<i>"</i>	<i>"</i>
Topsides	<i>"</i>	Clamps & Shelves	<i>"</i>	Scuppers	<i>Good</i>	Standing & Running Rigging	<i>"</i>	<i>"</i>
Wales	<i>"</i>		<i>"</i>	Cargo & Main Hatchways	<i>Good</i>	Hatches	<i>"</i>	<i>"</i>
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>		<i>"</i>			

General Observations, Opinion as to Class, &c.:

This Vessel so far as seen is in a sound and efficient condition, and eligible in my opinion to remain as classed, and on completion of the survey as herein stated, to have S. S. No. 1 entered in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	5	5
Special Damage Fee (if any) (per Sec. 28)	£	:	5
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me,

29 3 1886

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

6-3-86

Committee's Minute

Character assigned

FRIDAY 12 MARCH 1886

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order. And the chain cables have been ranged in the dock and 300 fathoms found complete and in good order.

The freeboard assigned by the Committee has now been correctly marked on the vessel, viz. — 8' 8½" in summer, 9' 1" in winter, and 5 ins. allowance for fresh water.

In order to complete the special survey it will be necessary for the coal bunkers to be submitted for examination, and the Company's Marine superintendent has been informed of this, and it will be arranged to carry this out on the return of the vessel from her present voyage.

Chas. H. Jordan
6-3-86

WT 3 ACROSS THIS MARG.

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Foundation