

REPORT of SURVEY for REPAIRS.

2676

No. in Reg. Book. No. 2676 Survey held at Peterhead Date, first Survey April 15th Last Survey May 25th 1873.
 on the Conoid Schooner Master John Cordner
 Tonnage 168 built at Peterhead When built 1865
 By whom built Carnegie Owners Scott & Co.
 Port belonging to Peterhead Destined Voyage London
 If Surveyed Afloat or in Dry Dock In Dry Dock, Peterhead.

Last Survey, No. 30900 Port London Classed 7 A 1

REPAIRS, &c. The Vessel placed on blocks in Dry Dock. all sheathing entirely stripped off the bottom and elsewhere; all the outside planking from the light watermark upwards, including planksheer and waterways scraped and dubbed bright; the hold, timbers, and aircourses cleared; the condition of the frame timber further ascertained by the removal of all the treenails in one strake of the topsides, all fore and aft, and by the removal of two planks on each side above the wales, and a plank in each bow and buttock; treenails, and bolts of Iron driven out as per Rules; the condition of the middle line fastenings ascertained, a strake of deck near the waterways on each side taken out, to ascertain the condition of the beam ends; a new listing, 4" wide, cut out of the ceiling in range of the floorheads, at each end of the hold, on each side, for $\frac{1}{5}$ the entire length of the Vessel, and for the remaining $\frac{3}{5}$ of the Vessel's length; a treenail driven out in every fourth timber in the bilgestrakes; Yellow metal bolts tested; the condition of the oakum and caulking ascertained; the windlass unhooked; the wood linings stripped; the Chain cables ranged; and all requirements of the Rules, for Continuation; Survey No. 2; fully complied with. P.P.O.

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	"	Breasthooks and Stenson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<u>from enquiry and examination</u>
Planksheers	"	Keelsons	"	Sails	<u>Good</u>
Sheerstrakes	"	Clamps and Shelves	"	Anchors	No. of <u>2 Bows</u> <u>1 Stems</u> <u>1 Kedge</u>
Topsides	"	Ceiling	"	Cables	<u>Good & Sufficient</u>
Wales	"	Rudder	"	Hawsers and Warps	<u>Good</u>
Plank (Bottom) and Counter	"	Copper <u>Yellow Metal</u> When put on <u>Now</u>		Standing & Running Rigging	<u>Good</u>
		Caulking of			
Engine Room Skylights	<u>—</u>	Bottom, Deck, & Waterways <u>Good where tested</u>			
Coal Bunker, Openings, Lids, &c.	<u>—</u>	Scuppers	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
General Observations and Opinion,	<u>Hatches</u> <u>Good</u>				

Specially surveyed in accordance with the Rules Section 54, Survey No. 2; is now in good and efficient condition eligible in our opinion to be continued 5 Years A 1 from January 1873.

The Amount of Entry Fee.....£ 2 : 0 : 0 is received by me,

Special..... 2 : 2 : 0 Less paid May 30th

Certificate (if required) - : 2 : 6

Committee's Minute 3rd June, 1873

Character assigned Raised to PA 1

Course A 1 for 5 yrs from January 1873
second repairs

This vessel is eligible under Table A to be classed PA 1 as recommended. Continued 5 yrs from Jan 1873.

2676 Abn

Renewed:- On Portside 29, and on Starboard side 27, long and short top timbers^{of Larch & Baltic Oak}; 3¹/₄ planks of Pitch Pine; topsides and Wales 3¹/₄ & 4¹/₄ thick; covering board for a length of 50 feet 2³/₄ thick of Baltic Oak; 2 lengths of deck stringer 9x4x3, for a length of 42 feet each, of Pitch pine; one length of upper deck waterway, Baltic red pine 34 feet 7x8¹/₂; Ceiling in tween decks, of Baltic red pine, about 400 feet, 2¹/₄ thick; Iron and Wood Lodging Knees, and Iron Hanging Knee Riders to deck beams, refitted and bolted; Middle line refastened with Iron bolts 1¹/₂ & 7¹/₈ diam. Added:- 2 Hold beams of pitch pine 10¹/₂x10¹/₂, and two pairs of Iron Staple Standards; and two pairs of Iron Hanging Knee Riders.

The Vessel caulked over all; bottom sheathed with Yellow Metal.

The Materials used in the construction of this Vessel appear to be in accordance with amended Table A and eligible in our opinion to be raised one year in Classification, provided the Committee do not object.

J. W. Kettle
A. Linton



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