

# REPORT of SURVEY for REPAIRS, &c.

*Rev 1874*

No. in Reg. Book. **No. 2468** Survey held at Aberdeen Date, first Survey June 15<sup>th</sup> Last Survey Sept 2<sup>nd</sup> 1874  
on the Elizabeth Schooner Master Johnstone Anderson  
Tonnage 209.99 built at Aberdeen When built 1844  
By whom built \_\_\_\_\_ Owners Messrs. P & J Sons  
Port belonging to Aberdeen Destined Voyage Coasting  
If Surveyed Afloat or in Dry Dock On a patent slip and afloat

Years assigned. 3 Character in Register Book. S.A. 1  
C 3. 10. 62

Last Survey, No. 3004 Port Dundee

REPAIRS, OR EXAMINATION AS PER RULE

*for second survey for Character A in Red*  
The vessel placed on blocks on a patent slip, all the outside planking, from the light water mark upwards, including plank sheers and waterways, scraped and dabbled bright. The hold timbers and ancuves cleared. The condition of the timber of the frame further ascertained by the removal of all the treenails in one stroke in the topsides fore and aft, on each side. The removal of two planks on each side above the water, and a plank in each bow and buttock, treenails and bolts of iron driven out as per rule. Condition of middle line fastenings ascertained, a listing cut out fore and aft in the range of the floor heads on each side & side. The beam ends exposed by the removal of a stake of deck plank on each side next the waterways. The Windlass unhooking the wood linings stripped the chain cables ranged caulking tested and fit examined and all requirements of the Rules.

Present Condition of the			
Decks	<u>Good part new</u>	Treenails	<u>Good large part new</u>
Waterways	<u>" " "</u>	Breasthooks and Stemson	<u>Good</u>
Comings	<u>Good</u>	Transoms, Pointers, and Crutches	<u>Good</u>
Upper Deck Beams & Fastenings	<u>Good part new</u>	Timbers of the Frame at the openings	<u>Good part new</u>
Lower Deck Beams & Fastenings	<u>Good</u>	Ditto Ditto at other places	<u>Do do</u>
Plank sheers	<u>Good</u>	Keelsons	<u>Good and new</u>
Sheerstrakes	<u>Good part new</u>	Clamps and Shelves	<u>" "</u>
Topsides	<u>" " "</u>	Ceiling	<u>" "</u>
Wales	<u>" " "</u>	Rudder	<u>Good &amp; new</u>
Plank (Bottom) and Counter	<u>" "</u>	Copper	<u>When put on</u>
Engine Room Skylights	<u>" "</u>	Caulking of	<u>Good where</u>
Coal Bunker, Openings, Lids, &c.	<u>" "</u>	Bottom, Deck, & Waterways	<u>Tested</u>
Scuppers	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Cargo and Main Hatchways	<u>Good</u>	Pumps	<u>2<sup>nd</sup> Efficient</u>
Hatches	<u>Good</u>	Boats	<u>One good</u>
		Masts, Yards, &c.	<u>Good, from engine</u>
		Condition, how ascertained	<u>and examined</u>
		Sails	<u>Good and sufficient</u>
		Anchors	<u>No. of 2 B. 10 lb each 10 lb each</u>
		Cables	<u>150 fathoms 10 lb each</u>
		Hawsers and Warps	<u>Good &amp; sufficient</u>
		Standing & Running Rigging	<u>Good</u>

General Observations, Opinion as to Class, &c. Section 50, second survey for A in Red is now in good and efficient condition, and is eligible in our opinion to be reclassified A in Red for 5 years from 1874

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me, J. H. Little  
Special ... £ 3 : 3 : 0 Sept 3 1874  
Certificate (if required) ... £ : 2 : 0  
(Travelling Expenses, if any, & how) \_\_\_\_\_  
Committee's Minute 8<sup>th</sup> September 1874  
Character assigned A in Red  
S.P. 74-54  
Record repairs  
J.H.F.  
John Miller  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
Foreman Shipwright  
Lloyd's Register  
Foundation  
A3N6-0215



for 2<sup>nd</sup> survey for it in Red Section 60, fully complied with.

Renewed. 26 September, and all checks & heels of timbers of Larch and Baltic Oak. Nearly all the Ceiling of Pitch Pine  $2\frac{1}{2}$  thick fastened with 5" flat iron nails. Main Keelson of Pitch Pine  $23\frac{1}{2} \times 13$  fastened with 1" iron bolts. Rider Keelson of Pitch Pine  $5 \times 12\frac{1}{2}$  for a length of 33 feet. 5 deck beams of Larch  $4\frac{1}{2} \times 4\frac{1}{2}$ . Thick Waterways of Pitch Pine  $13\frac{1}{2} \times 6\frac{1}{2}$  for a length of 55 feet. Inner Waterways  $4 \times 9$  of Pitch Pine, 10 stakes on Port side and 12 stakes on Starboard side. of Sheer Stakes and Wales of Pitch Pine  $3\frac{1}{2}$  thick. 4 Pairs of Iron Hanging Knee Riders. 3 Pairs of Hanging Knees. 4 pairs of Maple Handrails and the whole of the loading knees refitted and rebolted, nearly the whole of the timbers of Baltic Red Pine, and the vessel caulked over all.

J. H. Kettle  
John Miller  
Isaac Shepley Lt