

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 3049** Survey held at **Weymouth** Date, first Survey **Dec 4 1847** Last Survey **July 10 1848**
314 on the **Norham Castle** Bk Master **Lieut**
 Tonnage under Tonnage Deck **542**
 Ditto of Spar Deck, or Avoning Deck
 Ditto of Poop
 Ditto of Raised Or. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **435**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam **095**
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Built at **Glasgow** When built **1859**
 Owners **J. Skinner & Co** Port belonging to **Glasgow**
 Residence **Glasgow**
 By whom built **Stephen** Destined Voyage **Anger**
 If Surveyed Afloat or in Dry Dock **On a patent slip and afloat**

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **14** Character in Register Book. **ST 1**
 Last Survey, No. **35656** Port **London** **Classed 14 ST 1**
2.46

REPAIRS, OR EXAMINATION AS PER RULE

for Damage
Renewed. One plate of Wigen Mast, part of rivets in chain plates to Wigen Mast, 4 Planks in flat of Raised Quarter Deck, part of rivets in heads of dog-legged stanchions to Bulwarks, Main Rail for a length of 36 feet with Keel, One plate of Incaste plating, one length of Waterway on fore-castle in wake of ditto, Main piece of Rudder of Keel, Covering board of Keel for a length of 28 feet caulked angle under ditto, figure head, and head boards, One 24 feet gig, caulked part of flat of deck and of outside planking, patched yellow metal. Now supplied with One Steel Hawser 3 1/2, 90 fathoms of 8, and 90 fathoms of 5, and 30 fathoms of 14/15 Stud link mooring chain tested to 13 1/4 and 20 1/2 tons. Also One bower anchor, Cut in the 24, 2, 14 tested to 24, 8, 1, 21, also 20, 2, 2, tested to 21 1/2 tons; also 1/2, 3, 4 tested to 10, 0, 1, 4; also 3, 3, 14 tested to 5, 1, 14, and all tested by Robert Bunell at Low Walker 24 and 30 December 1847.

Present Condition of the

Decks Good	Planks, Back Good	Windlass and Capstan Good
Waterways "	Treenails Good	Pumps 2 of 10 inefficient
Comings "	Breasthooks and Stemson "	Boats 4 in
Upper Deck Beams & Fastenings "	Transoms, Pointers, and Crutches "	Masts, Yards, &c. Good
Lower Deck Beams & Fastenings "	Timbers of the Frame at the openings "	Condition, how ascertained from examination and inquiry
Planksheers "	Ditto Ditto at other places "	Sails Good & sufficient
Sheerstrakes "	Keelsons "	Anchors No. of 3 Bower 1 Steam 2 Heave
Topsides "	Clamps and Shelves "	Cables Good
Wales "	Ceiling "	Hawsers and Warps Good and new
Plank (Bottom) and Counter "	Rudder Good and new	Standing & Running Rigging Good and new
Engine Room Skylights "	Copper on fast When put on 1848	Cargo and Main Hatchways Good
Coal Bunker, Openings, Lids, &c. "	Caulking of Good where tested	Hatches Good
General Observations, Opinion as to Class, &c. This Vessel has now been repaired for damage received on the Coast of Peru, is now in good and efficient condition and is eligible in my opinion to remain as Classed 14 ST 1	Bottom, Deck, & Waterways tested	

The Amount of Entry Fee ... **£ 2 : 2 : 0** received by me, **J. P. Little**
 Special ... **£ 3 : 3 : 0** **Jan 17 1878**
 Certificate (if required) ... **£ 5 : 0**
 (Travelling Expenses, if any, £ **none**)

Committee's Minute

22nd January, 1878.

Character assigned

17/1
J. P. Little

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



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