

REPORT of SURVEY for REPAIRS, &c.

3415

No. 3415

(Received at London Office, 3rd JULY, 82.)

No. in Survey held at Reg. Book.

Peterhead
Countess of Errol

Date, first Survey May 15 Last Survey June 20 1882

(No. of Visits five)

Master A Taylor

YEAR.

MONTH.

Official Number 2535
 TONNAGE under Tonnage Deck 214
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 231
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 218
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Built at Peterhead When built 1843

Owners W Baxter Port belonging to Peterhead

Residence Peterhead

By whom built Stephen Destined Voyage Katal

If Surveyed Afloat or in Dry Dock Dry Dock Peterhead
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck 35 1/2 ft. Years assigned. Character in Register Book

Last Survey, No. 38518 Port Low Classed 9.4.1 Omitted

REPAIRS, OR EXAMINATION AS PER RULE as per Section 5th H. & P. 46 9.49

Cause of Repairs to be clearly stated.

Survey No 2.
 The vessel placed on blocks in dry dock, proper stages made inside and outside, all the outside planking from the light watermark upwards including the planing and waterways scraped and dubbed right; the hold and aircourses cleared; the condition of the timbers of the timbers of the frame further ascertained by the removal of all the trenails in one shake of the topsides fore and aft; the removal of two planks on each side above the wales, and a plank in each bow and buttock; trenails and bolts of iron driven out as per rules; a new listing cut out in the ceiling in the range of the floor heads at each end of the hold on each side for 15' the entire length of the vessel and for the

Present Condition of the Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	"	Breasthooks and Stemson	"	Pumps	<u>of iron efficient</u>
Comings	"	Transoms, Pointers, and Crutches	"	Boats	<u>2 Good</u>
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	<u>good</u>
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	<u>expensive sent to Mast-head</u>
Planksheers	"	Keelsons	"	Sails	<u>Good</u>
Sheerstrakes	"	Clamps and Shelves	"	Anchors	<u>No. of 3 Barrels / beam 2 kegs</u>
Topsides	"	Ceiling	"	Cables	<u>Good and sufficient</u>
Wales	"	Rudder	"	Hawsers and Warps	"
Plank (Bottom) and Counter	"	<u>Yellow Metal</u> When put on <u>bow</u> <u>Copper</u> (or Y.M.) <u>on</u> <u>felly</u>	"	Standing & Running Rigging	"
Engine Room Skylights	<u>✓</u>	Caulking of 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>
Hatches	<u>Good</u>				

General Observations, Opinion as to Class, &c. Specially surveyed as per rules Section 5th

Survey No 2 is now in good and efficient condition and is eligible in our opinion to be continued six years at 1 from first month 1882.

The Amount of Entry Fee £ 3 : 0 : 0 received by me, Alex Forbes

Special £ 5 : 5 : 0 June 30 1882

Certificate (if required) to be sent as per margin... } £ : 5 : 0

(Travelling Expenses, if any, £ 2.1.0)

Committee's Minute Tuesday, 4th June 1882.

Character assigned Low A 1 pr by

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

Alex Forbes
Shipbuilder

[Form No. 2 for Repairs. -4,000-1/2/82.]

[The Surveyors are requested not to write on or below the space for Committee's Minute.]

[Insert Character precisely as in Register Book.]

remaining $\frac{3}{5}$ keenails driven out on the shakes of bilge planking
 the condition of the beam ends ascertained by the removal of
 a shake of deck next the waterway on each side fore and aft.
 fastenings in knees and caulking tested, windlass unhooking
 wood linings stripped, chain cables ranged on deck, all $\frac{1}{2}$
 examined, and all the requirements of the Rules fully complied
 with.

Renewed, On Starboard side aft 10 stem timbers with white
 oak, and eight after hoods with pitch pine, and on Port side six
 stem timbers and nine after hoods with pitch pine, taffrail
 round stem and about 500 keenails.

Mast length of keelson with pitch pine 31 feet 15 x 12. Tiller ducts
 for a length of 30 feet. One boat for a length of 15 feet.

Vessel caulked over all, bottom resheathed with yellow
 metal or felt.

J. W. Kettle
 Alex Forbes
 Shipbuilder