

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 6/11/83)

No. 6306

No. in Survey held at Glasgow
Reg. Book.

Date, first Survey 22 Oct. Last Survey 31 Oct. 1883
(No. of Visits)

241 on the Wood Bk. Annate

Master

YEAR.

MONTH.

TONNAGE under Tonnage Deck 653

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

Crew Space, as per Rule

Register Tonnage, out on Beam

Engine Room

Reg. Tons as St' mer, out on Bm.

Built at Harwich

When built 1865

6

Owners A. J. Jones

Port belonging to London

Residence Adrianan

By whom built Leam

Destined Voyage

If Surveyed Afloat or in Dry Dock Henderson's slip.
(State Name of Dock)

Years assigned.

Character in Register Book.

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.

Classed 11

Omitted 3.02.

Last Survey, No. 297 Port Cal

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

No. 3. Continuation.

Society's Freeboard (if assigned) as painted on Ship

State dates of any letters respecting this case

This vessel was placed on the slipway and the bottom examined with the metal sheathing on. Inside, the ballast in hold covered the ceiling on the flat of the bottom from the fore mast to the main. In accordance with the terms of the Secretary's letter dated 13th October addressed to the Owners, about 12 sheets of metal sheathing were stripped off, and the condition of the planking, caulking and fastenings of the bottom examined. The beams driven out of the bottom and topsides were found more or less defective, decayed between the planks and the frames, and brittle. One beam nail at the metal line was found badly worn. The topside planks were indifferently scraped, omitting the stem knightheads, butlocks, plank sheen and waterways. The upper part of the stem showed signs of decay; the lance pipes were started. The butlock planks started off the stem timbers at the middle line. From the fore end of the poop.

Present Condition of the

Decks

Waterways

Cowls

Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Plank sheers

Sheer trakes

Topsides

Wales

Plank (Bottom) and Counter

Fore Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo and Main Hatchways

Hatches

General Observations, Opinion as to Class, &c.

Treenails

Breasthooks and Stemson

Transoms, Pointers, and Crutches

Timbers of the Frame at the openings

Ditto Ditto at other places

Keelsons

Clamps and Shells

Ceiling

Rudder

Copper (or Y.M.) Y.M. 3 1/2 at Calcutta

(State if on Felt)

Cement (if Iron Ship)

Caulking of Bottom, Deck, & Waterways

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of

Cables

Hawsers and Warps

Standing & Running Rigging

In reference to the Owner's letter dated 31 Oct. we respectfully submit that the request of the Owner be met by allowing the notation of the Register Book in reference to this vessel remain unaltered.

The Amount of Entry Fee ... £ : : received by me, }
Special ... £ : : 188

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

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

La 20/11/83

23/11/83

20th Nov. 1883

TUESDAY 27 NOV 1883

To be kept as above, without Alter.

G. Stanley
W. J. Manning
Surveyor to Lloyd's Register of British and Foreign Shipping.

forward the deck is very badly worn ($2\frac{1}{2}$ inches thick) and should be renewed.

The fore and after ends of the vessel below the lower deck beams were cleared at the air courses, and a new listing cut on each side for about one-fifth the length of the vessel. The timbers of the frame were found to be generally satisfactory, as they were also at the air courses cleared along the upper part of bilges. The oak ceiling at the ends of the vessel found unsatisfactory, and should be renewed. The sternson at the upper end sounded unsatisfactory under the hammer, and at the fore end the breasthooks showed slight signs of movement. Several yellow metal bolts in the hold rider knees found broken or slack, have been renewed.

On finding the treenails in the condition described, and the other defects referred to, we recommended the metal sheathing to be stripped, the ballast to be removed out of the hold, and the vessel to be re-treenailed. These recommendations the Owner stated he would consider and inform us of his decision. Upon receiving a letter from him stating that he had removed topside and buttack planks for survey, we again visited the vessel at his suggestion and found all these planks renewed, excepting one plank on the port side amidships and two on the starboard side. In view of the Owner's having at this time decided not to renew the treenails of the bottom, and of these planks being renewed without an opportunity being afforded for an examination of ^{all} the topside timbers, we considered that to proceed further with the survey would be inadvisable - more especially as the class of the vessel had been allowed to lapse. A letter to the Owner dated 31 Oct. stating that we withdrew from the survey was forwarded accordingly.

G. Stanley
W. S. Murray