

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

MONDAY 3 NOV 1884

No. 6419

No. in Reg. Book.

Survey held at

Glasgow

Date, First Survey 3rd Sept.

Last Survey 30th Oct. 1884

431

on the

Barge Guyana

(No. of Visits)

25

Master

J. White

TONNAGE:—

NET

893

Built at

Ayr

By whom

Fullarton

When 1870

GROSS

618

Owners

A. C. Ewing & Co.

Port belonging to

Glasgow

UNDER DEK.

535

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat & in Dry Dock

Name of Dock

Govan

Destined Voyage Mauritius

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

19 ft.

11 ins.

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No.

8225

Port

Glasgow

Classed

14

1

1

H. T. Cly. 44

4,82

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

Society's Freeboard

in salt water

ft.

ins.

as painted on Ship-

in fresh water

ft.

ins.

REPAIRS, OR EXAMINATION AS PER RULE

Continuation, Survey h: 2.

The vessel placed on blocks in dry dock; The yellow metal sheathing stripped off; the outside planking from the light water-mark upwards, including the plank-sheers and waterways, scraped or dubbed bright, and all air-courses and the timbers cleared. All the treenails in one stroke in the topsides fore and aft on each side, two planks on each side above the wales, and a plank in each bow and buttock removed. One treenail driven out from every alternate frame or fourth timber between the upper edge of the wales and the light water-mark, and a number driven out at other parts of the topsides and bottom. Seven iron bolts driven out on each side in the range of the upper deck beams. A new listing cut out of the ceiling in the range of the floor-heads, at each end of the hold, on each side, for one-fifth the entire length of the ship. The salting examined and renewed where necessary. The windlass unhung and its wood linings sufficiently stripped for examination; the chain cables ranged; the masts, spars, and general equipment examined; and all the requirements of the Rules for Continuation, Survey h: 2 complied with.

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	(Over) Good
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks & Stemson	"	Copper, or Y.M. When put on 10, 84	"	Condition, how ascertained	By examination
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	(State if on Felt.)	"	Sails	Good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B. 1 S. 2 K.
Plank-sheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	Good	Cables	240 fms. Good
Sheerstrakes	"	Keelsons	"	Windlass & Capstan	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	Pumps	"	Standing & Running Rigging	"
Wales	"					Hatches	"
Engine Room Skylights	"	Coal Bunker, Openings, Lids, &c.	"	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, &c.:

This vessel is now in good and efficient condition, and the whole of the requirements of the Continuation Survey h: 2 having been fully complied with, she is eligible in our opinion to be marked in the Register Book, Cont. Gls. Jan. 84 - 9 yrs. A. 1.

Entry or Registration Fee (if chargeable) (per Section 27, Scale I. or II.)	£ 3 : - : -
Survey Fee (per Section 28)	£ 6 : 6 : -
Special Damage Fee (if any) (per Sec. 28)	£ - : - : -
*Certificate (if required)	£ - : 5 : -
Travelling Expenses (if chargeable)	£ - : - : -
Second Surveyor's Fee (if any)	£ - : 10 : 6

received by me,

30/10/1884

G. Stanbury
J. Thomson

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

Committee's Minute

Character assigned

TUESDAY 4 NOV 1884

GLS149-0434

Repairs on account of defects:— The upper deck from the stem to the front of poop, renewed with yellow pine $3\frac{1}{2}$ thick. On the port side amidships, two lengths of plank-sheer, one length of sheerstrake, and six stanchions, renewed with British oak; two lengths of waterway renewed with greenheart; and the inner waterway from stem to inside of poop renewed with pitch pine. On starboard side, the inner waterway from stem to 12 ft. before front of poop renewed with pitch pine. On port side aft, three timbers and nine after hood planks renewed with British oak. On starboard side aft, two timbers and seven after hood planks renewed with British oak. All the outside planking on port side of of stern and the whole of the planking inside of stern new. On port side forward, one first futtock renewed with British oak, and eight shifts of ceiling in way thereof new. On starboard side forward, a chock fitted to first futtock, and three shifts of ceiling in way thereof new. The rider keelson in way of main hatchway renewed with British oak for about 21 ft. Seven of the hanging knee bolts on starboard side and six on port side renewed. On the port side, all the bolts in the fore chain plates and the lower bolts in the main chain plates new. On the starboard side the lower bolts in the fore and main chain plates new. The two planks on each side above the wales, and the bow planks, that were removed for survey, renewed with pitch pine. The vessel caulked from keel to gunwale and sheathed with yellow metal on felt the same height as before.

The rudder pintles bushed, the rudder additionally through bolted, and four bolts renewed in the braces. The fore and main top-gallant masts new; the fore and main lower rigging renewed; and the main trestle-trees new. The pumps renewed, and the hatches repaired.

Jo^s Thomson