

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 471** on the *Ship "John Rennie"* Master *Sam'l Nicholson*
 Survey held at *San Francisco* Date, first Survey *21st Dec 1875* Last Survey *31st Jan 1876*
 TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *848*
 Engine Room
 Reg. Tons as St'mer, cut on Bm.

Built at *London (Eng)* When built *1863*
 Owners *Smith & Moore* Port belonging to *London*
 Residence
 By whom built *Rennie* Destined Voyage *Portland, Oregon*
 If Surveyed Afloat or in Dry Dock *For Damage by stress of weather*

Length of Poop *✓* ft. Ditto, Forecastle *✓* ft. Ditto, Raised Quarter Deck *✓* ft.
 Years assigned. *4* Character in Register Book. *A 1*
 Last Survey, No. *14238* Port *Iron* S.S. No. *2-3* *4-75*

REPAIRS, OR EXAMINATION AS PER RULE *Vessel put into this Port to repair damages having experienced a heavy gale on the 2^d of Dec 1875 in Lat 44 N & Lon 124 W, whilst on a voyage from Auckland to Portland, Oregon, in ballast.*

Renewed. On Starboard side Bulwark Planks from the Poop to the Fore Rigging with all the spurs, Ports &c in wake of same, 98 ft. Main Rail, American Oak, with all the iron work for Braces &c, Main Sloopmast, top Gallant & Royal Mast with all the Yards, Stays, Standing & Running rigging belonging thereto, Mizzen Sloopmast, top Gallant & Royal Mast with all the Yards, Stays, Standing & Running rigging belonging thereto, the Mast & Yards of Oregon Pine, the Rigging & Stays of wire, Hemp & Manila, Main Yard, Oregon Pine, Steering Wheel, the Gunter Watway re-cemented on Starboard side from Poop to Fore Rigging & renewed where damaged on Port side, Main Deck caulked all over,
P. J. O

Present Condition of the	Good	Treenails Ribs	Good	Windlass and Capstan	Good
Decks <i>caulked</i>	<i>✓</i>	Breasthooks and Stemson	<i>✓</i>	Pumps	<i>"</i>
Waterways	<i>✓</i>	Transoms, Pointers, and Crutches	<i>✓</i>	Boats <i>4, 1 New</i>	<i>"</i>
Comings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c. <i>partly renewed</i>	<i>"</i>
Upper Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Condition, how ascertained <i>when making</i>	<i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Keelsons <i>when seen</i>	<i>"</i>	Sails <i>Well found, 23 New</i>	<i>"</i>
Planksheers	<i>✓</i>	Clamps and Shelves	<i>✓</i>	Anchors No. of <i>3 B. 1 S. 2 W</i>	<i>"</i>
Sheerstrakes	<i>"</i>	Ceiling	<i>"</i>	Cables <i>270 fathoms</i>	<i>"</i>
Topsides	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps <i>Well found</i>	<i>"</i>
Wales	<i>"</i>	Copper When put on	<i>✓</i>	Standing & Running Rigging <i>Efficient</i>	<i>"</i>
Plank (Bottom) and Counter <i>Not seen</i>	<i>"</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>	<i>Good</i>
Engine Room Skylights	<i>"</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Hatches <i>Good</i>	<i>Good</i>
General Observations, Opinion as to Class, &c.					

The above named repairs having been efficiently executed & the vessel otherwise appearing in good condition, I am of opinion she is eligible to remain as classed.

The Amount of Entry Fee *Repairs* ...£ *2* : : received by me, *4th Feb 1876*
 Special ...£ *16* : *16* :
 Certificate (if required) ...£ : :
 (Travelling Expenses, if any, £)

Committee's Minute *25th February 1876*

Character assigned

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

C Davidson
 Lloyd's Register Foundation

IRON 465-0240

15944 Dr

"John. Rennie" continued

23 Sails supplied, Mizzen Lanyards & 6 of Fore & Main Riggers of
Helm, 21 Seadeys renewed together with all the Blocks & gear belonging
to the Main & Mizzen Masts & Yards.



© 2019

Lloyd's Register
Foundation