

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 63** Survey held at **Port Louis Mauritius** Date, first Survey **7<sup>th</sup> March** Last Survey **21<sup>st</sup> June** 18**77**

on the **British (iron) Ship "Baron Bolonsay"** Master **J. Felgate**

**TONNAGE** under Tonnage Deck **1533**  
 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 **1709**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam **1632**  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm.

Built at **Groenock** When built **1875** **August**  
 Owners **J. MacLennan** Port belonging to **Groenock**  
 Residence **Excise Buildings, Groenock**  
 By whom built **Scott** Destined Voyage **home to London**  
 If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **170** ft. Ditto, Forecastle **170** ft. Ditto, Raised Quarter Deck **170** ft.  
 Last Survey, No. **17009** Port **Groenock** **Ron**  
 Classified **100** **A.I.**  
**8.16**

## REPAIRS, OR EXAMINATION AS PER RULE

This vessel having on the 18<sup>th</sup> February last whilst on her passage from Calcutta to London, laden with a general cargo, encountered a severe Cyclone, her masts were cut away, she put into this Port, where she has received the undermentioned repairs.

Both binnacle heads & steering compasses: wheel box & gratings: & deck gratings: & her coops: all the poop buckets: signal chest & signals: coal for main mast & covers for skylight: compasses: wheel: signal chest: etc: poop stair case: & handrails: stanchions & sockets: cant piece & front of poop: oil, paint & lamp cuttings under the awning deck on the starboard side: and all the panelling & mouldings of those on the port side: fittings for the pantry, store rooms & all the cabins under the poop deck: sockets & spars for boat's davits: starboard top gallant rail fore & aft: top gallant bulwark lining & main pin rail from the poop to the fore rigging: main bulwark ports: shield & glass for a between deck scuttle on the port side: one after hatch & the bowby hatch over the after hatchway: main hold air shaft coverings: & wood cover: all the five rails: stanchions & sockets: and about 100 feet of the main deck around the main mast: & about 20 feet of that near the starboard main stringer plate: two iron & four wood stanchions for after boats & kids: all the main deck iron bolts: all the leading

| Present Condition of the                       |                                  |                                      |  |
|--|----------------------------------|--------------------------------------|--|
| Decks  | Chafed but good                  | Treenails                            | good   |
| Waterways                                      | db                               | Breasthooks and Stemson              | good   |
| Comings  | db                               | Transoms, Pointers, and Crutches     | db   |
| Upper Deck Beams & Fastenings                  | db                               | Timbers of the Frame at the openings | good   |
| Lower Deck Beams & Fastenings                  | db                               | Ditto Ditto at other places          | good   |
| Planksheers                                    | good                             | Keelsons                             | db   |
| Sheerstrakes                                   | good                             | Clamps and Shelves                   | db   |
| Topsides                                       | db                               | Ceiling                              | db   |
| Wales  | db                               | Rudder                               | db   |
| Plank (Bottom) and Counter                     | good                             | Copper                               | When put on  |
| Engine Room Skylights                          | Coal Bunker, Openings, Lids, &c. | Caulking of                          |  |
| General Observations, Opinion as to Class, &c. |                                  | Bottom, Decks & Waterways            | good   |
|  |                                  | Windlass and Capstan                 | good   |
|  |                                  | Pumps                                | db   |
|  |                                  | Boats                                | 6, all in good order                                   |
|  |                                  | Masts, Yards, &c.                    | db   |
|  |                                  | Condition, how ascertained           | by sounding  |
|  |                                  | Sails                                | 2 full suits, in good order                            |
|  |                                  | Anchors                              | No. of 3 Bowers, 1 St. Andrew, 2 Redies                |
|  |                                  | Cables                               | 300 ft. 2 1/2 in. Stud chain, 100 ft. 1 1/2 in. Stream |
|  |                                  | Hawsers and Warps                    | 1-12 in, 1-8 in, 1-6 in, Europe                        |
|  |                                  | Standing & Running Rigging           | good   |
|  |                                  | Cargo and Main Hatchways             | good   |
|  |                                  | Hatches                              | good   |

This vessel is now in good repair, well equipped, and in fit condition in my opinion to proceed on her voyage with her cargo, and to continue on her present Class with the Register.

The Amount of Entry Fee ... £ 3: - : received by me, }  
 Special ... £ 18: - : June 1877 }  
 Certificate (if required) ... £ 0: 0: }  
 (Travelling Expenses, if any, £ 1-4-0 )

Committee's Minute **21st August, 1877.**

Character assigned **100 Ron**  
**100 Ron**  
**100 Ron**



19016 Lm

blocks abreast sheaf of main rigging on the starboard side; standard compass stand, the bridge rails, stanchions, ladder & hand rails; standard for the crank of the main pump; after end of two side doors for forward deck house; foreccastle ladder & hand rails, & foreccastle guard stanchions; both whistlers; outer boats & four boats; and the whole of the oars, spars, sails, gear, & fittings for all the boats; jib & flying jibbooms & all belonging to them; foretopmast top gallant & royal masts with all the head yards, their gear & fittings, and all the head stays; main topmast top gallant & royal masts with all the main yards, their fittings & gear, main stump & starboard main rigging; fore & main trestletrees ~~connecting~~ & main top; mizen top gallant & royal masts & yards, and mizen gaff with their fittings & gear; mizen topmast trestletrees & cross trees, & the mizen & mizen topmast stays; the lightning conductors & the running rigging, blocks, etc. fore & aft; a suit of sails complete, & tarpaulings for all the hatches; one spare topmast & topsail yard, & harness casks, & a pig pen have been supplied new & fitted in place; the fore & main masts have been taken out, four dented plates in the latter have had fish plates rivetted over them; the main cap which was twisted has been straightened, & the broken foretop & foreyard shig band on foremast head have been repaired; the main deck quarter mooring bitts, & those abreast the main hatchway on the starboard side refastened; the started iron on the after part of mizen mast, ten broken main bulwark stanchions; the broken angle irons of the main bulwark stanchions, the broken angle irons of the main bulwarks, & main stringer plates, & the bent bulwark plates, bent crank & damaged gear of the main pumps, connecting pipe of main water tank, iron combings of main mast; cement in the waterways both sides, one guard stanchion for the foreccastle; inner boatstay; 1 boat, & the cooks eatcase have been repaired as found requisite; the mizen & mizen topmast, fore & foretopmast rigging, and the main rigging on the port side sent down & refitted; two stern scuttles in the after cabin have been filled up with wood; the decks caulked fore & aft, the vessel sculled, stoned, & painted from the light water mark up, and her bottom under water cleaned with a patent scrubbing apparatus.

The undermentioned portion of the articles cut up & used to jury rig the vessel viz; 93 assorted blocks, 1 Coil of  $2\frac{1}{2}$  inch, 2 coils of 3 inch, 3 coils of  $3\frac{1}{2}$  inch, 1 Coil of 4 inch Europe, 1 Coil of 2 inch Manila, 1 Coil 18 Thread & 1 Coil 21 Thread, 1 Coil of seizing, stuff & spungar, 1 Coil of bolts, nails, shovels, hooks, etc, 10 Coils of small chain, 2 bolts of canvas, 5 lbs of sewing twine have been made good with new; & one main top gallant sail & royal, and upper topsail, fore stay sail, fore topmast stay sail & fore top gallant sail, mizen upper & lower topsails & top gallant sail, mizen & mizen topmast stay sails have been repaired, one lower main topsail washed out of the locker & destroyed has been replaced with new, and the undermentioned sails damaged by oil & paint have been repaired, namely, one main topmast stay sail, & one upper & one lower fore topsail.

The above damage & loss have been caused by stress of weather only.

All the materials used, are of the best quality, and the workmanship is good.

Wm Town



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