

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 13** Survey held at *Philadelphia* Date, first Survey *July 11* Last Survey *July 25th* 1878

279 on the *Iron Sailing Ship Ben Nevis* Master *Mackie*

TONNAGE under Tonnage Deck
 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 *1109*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Built at *Glasgow* When built *1868* YEAR. MONTH. *6 Nov*
 Owners *Watson Bros* Port belonging to *Glasgow*
 Residence
 By whom built *Banahy* Destined Voyage *Glasgow*
 If Surveyed Afloat or in Dry Dock *in Group Dry Dock*

Length of Poop as in Reg. Book ft. Ditto, Forecastle *ditto* ft. Ditto, Raised Quarter Deck *ditto* ft. Years assigned. Character in Register Book. *A 1*

Last Survey, No. *18151* Port *Iron* Classed *4.33*

REPAIRS, OR EXAMINATION AS PER RULE *Section 54, For Continuation* S.S. No. *2-77*

Vessel placed in Dry Dock, and bottom and sides to load line scraped and washed off, large quantities of Barnacles from them scraping, from plating two inches removed by chiselling. After cleared, it was found that the vessel had been ashore, and 12 plates on the bottom Starboard side, and two plates on the bottom port side, had been badly indented between the frames, and seven of the floors and seven frames cracked, that the garboard strake had started slightly at two points, that the rudder steps on Stern post had become loose, that one of the corn nuts on Stern steering gear was broken and the constructions worn loose with a good deal of wet weather.

Given over

Present Condition of the		Repaired	
Decks	<i>Good</i>	Treenails	<i>Good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>Good</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>
Planksheers	<i>do</i>	Keelsons	<i>do</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>
Plank (Bottom) and Counter	<i>do</i>	Copper	When put on
Engine Room Skylights	<i>do</i>	Caulking of	
General Observations, Opinion as to Class, &c.	<i>This vessel is now in a good and efficient state of repair, fit for the conveyance of dry and perishable goods to and from all parts of the world, and in my opinion merits the favorable consideration of the Committee to be continued A 1.</i>	Bottom, Deck, & Waterways	<i>Good</i>
		Coal Bunker, Openings, Lids, &c.	<i>Good</i>
		Scuppers	<i>Good</i>
		Cargo and Main Hatchways	<i>Good</i>
		Hatches	<i>Good</i>
		Standing & Running Rigging	<i>do</i>
		Windlass and Capstan	<i>Good</i>
		Pumps	<i>do</i>
		Boats	<i>do</i>
		Masts, Yards, &c.	<i>do</i>
		Condition, how ascertained	<i>by inspection</i>
		Sails	<i>Good</i>
		Anchors No. of	<i>Six</i>
		Cables	<i>300 feet</i>
		Hawsers and Warps	<i>according to rules</i>

The Amount of Entry Fee ... £3 00 0 received by me
 Special ... £13 00 0
 Certificate (if required) ... £ 05 00
 (Travelling Expenses, if any, £ ...)

Committee's Minute 13th August, 1878

Character assigned

A 1
record damage repair
THB

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

that a portion of the Pole Compass had been destroyed, Patent log lost overboard, Running Riggings to the extent of several Coils destroyed, seven ground lights on Cabin and Steerage Compartment ways broken, and Copied of 2nd within hose belonging to deck pump destroyed, also this pumps connecting pipe to ~~the~~^{the} ~~deck~~^{deck} broken.

It appears from the Ship's log book, that this Ship went ashore during the sickness of the Master on the voyage from Pondicherry to Martinique.

The Ceiling was removed from the bottom, and the 14 indented plates removed, slightly heated and rolled to their proper shape, one was found cracked and replaced by a new plate, and all rivetted and caulked, the cracked floors and frames thoroughly ^{repaired} by butt straps of plates and angles, all cement found damaged was removed and recemented well up the floors, Ceiling put in place, and renewed in part where found damaged, as one of the Armo Ruts on Stern steering gear was broken and the other worn very loose, they were replaced by two new ones, a new brass bush put in the forward end of Stern, and all the connections refitted and put in good order, new and stronger Ridden Stops were put on.

The Pole Compass, damaged, was renewed, and deck pump refitted and supplied with new hose, and the Glass repaired, also new Running Riggings to supply the portion carried away.

The above repairs have been done in a satisfactory manner, and the Hull painted with three coats of paint.

Wm. Archbold
Surgeon