

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 182** Survey held at **26790** Date, first Survey **26 March 80** Last Survey **March 31 1880**
398 on the **"Scottish Knight"** **Barque** Master **Wm R. Lawson**
 Tonnage under Tonnage Deck **201.84** Built at **Sunderland** When built **1878**
 Ditto of Spar Deck, or Awaiting Deck **74.77** Owners **M^r J. Wraith. M^r Jackson** belonging to **London**
 Ditto of Poop **12.70** Residence **London**
 Ditto of Raised Qr. Dk. **27.33** By whom built **Saxford & Son** Destined Voyage **Adelaide P. Ct.**
 Ditto of Houses on Deck **916.30** If Surveyed Afloat or in Dry Dock **on Patent Slip**
 Gross Tonnage **875**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Length of Poop **40** ft. Ditto, Forecastle **20 1/2** ft. Ditto, Raised Quarter Deck **100** ft. Years assigned. **100** Character in Register Book. **398**
 Last Survey, No. **23075** Port **Inner** Classed

REPAIRS, OR EXAMINATION AS PER RULE

The "Scottish Knight" - bound from Rochester to London struck on the Sandy Cape Shoal. Flood in plates in bottom. was then beached in Port Curdie. discharge cargo. temporarily stopped the leak and then came on to Newcastle for repairs. Being having been hauled on Patent Slip. I found the breach plate aft of Stern on Starboard side. Next Garboard plate. Flood in. and the next plate to it so badly indented that when it was cut out the indented piece dropped out. Two plates had been cut out. and new plates of same dimensions of Messrs Saxford & Son best Staffordshire Boilers plates had been fitted in. all the injury was limited to these two plates. as no other place was the paint even rubbed off. all around the locality of the damaged both inside and outside the ship has been very carefully examined the cement is adhering closely and sound & it is in good condition and has been made good over the new work.

Condition of the	Good	Timber	Good	Windlass and Capstan	Good
Decks	do	Breasthooks and Stems	do	Pumps	do
Transoms, Pointers, and Crutches	do	Transoms, Pointers, and Crutches	do	Boats	do
Timber of the Frame at the openings	do	Timber of the Frame at the openings	do	Masts, Yards, &c.	do
Ditto Ditto at other places	do	Ditto Ditto at other places	do	Condition, how ascertained	do
Keelsons	do	Keelsons	do	Sails	do
Clamps and Shelves	do	Clamps and Shelves	do	Anchors No. of	3 B. 1 d. 2 M.
Ceiling	do	Ceiling	do	Cables	2 1/2 in. Good
Rudder	do	Rudder	do	Hawsers and Warps	Pro 1 1/2 in. and 5/8
Copper Painted When put on	do	Copper Painted When put on	do	Standing & Running Rigging	Good
Caulking of	do	Caulking of	do	Cargo and Main Hatchways	do
Bottom, Deck, & Waterways	do	Bottom, Deck, & Waterways	do	Hatches	do
Engine Room Skylights	do	Engine Room Skylights	do		
Coal Bunker, Openings, Lids, &c.	do	Coal Bunker, Openings, Lids, &c.	do		
Scuppers	do	Scuppers	do		

General Observations, Opinion as to Class, &c.

The "Scottish Knight" is a good Ship. and when painted inside which is now in progress, will be in first class order, and the damage having now been efficiently repaired. the merits in my opinion the Committee's confidence and should be allowed to retain her class.

The Amount of Entry Fee ... £ 2 : 0 : received by me, **Wm R. Lawson**
 Special ... £ 10 : 10 :
 Certificate (if required) ... £ : 0 :
 (Travelling Expenses, if any, £ 3 : 0 : 0)

Committee's Minute

Friday, June, 4th 1880

Character assigned

L 18/4/80

100A 1
 TBW 27/80



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IRON493-0060

Per West Knight

12.11.12



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