

REPORT of SURVEY for REPAIRS, &c.

No. *29496* in Survey held at *London* Date, first Survey *13th July* Last Survey *5th Augst* 1880
 Reg. Book. *38* on the *Iron ship "Crimburg"* Master *A. Birnie*
 TONNAGE under Tonnage Deck *1494* Built at *Aberdeen* When built *1874* YEAR. MONTH. *3rd*
 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 *1599*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1567*
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.
 Owners *W^m Guthrie Jun^r* Port belonging to *Aberdeen*
 Residence *Aberdeen*
 By whom built *Guthrie* Destined Voyage *Sidney*
 If Surveyed Afloat or in Dry Dock *Commercial Dry Dock & W. & A. D. & Co.*
 (State Name of Dock)
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. Character in Register Book.
 Last Survey, No. *23455* Port *Iron* Classed *100-A1*
 REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated.

Slight damage repairs.

Fore Mast carried away in a squall - and the Fore Yard fell through the sling link breaking - damaging Top Gall^{ies} Rail & bulwarks, and breaking the yard on the Starboard Quarter.

A new pitch pine Topmast has been fitted, the Fore Yard has been repaired by fitting two new lumbar plates, and the broken Top Gall^{ies} Rail & Bulwarks made good as before. Back of Rudder repaired, cleats re-riveted and pintles bushed.

The Main Mast has been shortened 5' 4" and the Fore Mast 7' 0". New doubling plates have been fitted extending above main deck partners.

Bottom cleaned and coated

Present Condition of the					
Decks	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stemson	<i>"</i>	Pumps	<i>"</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>	Boats	<i>See No.</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>	Masts, Yards, &c.	<i>"</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>	Condition, how ascertained	<i>from deck</i>
Planksheers	<i>"</i>	Keelsons	<i>"</i>	Sails	<i>Good</i>
Sheerstrakes	<i>"</i>	Clamps and Shelves	<i>"</i>	Anchors	<i>No. of 3 B. 1 S. 2 K</i>
Topsides	<i>"</i>	Ceiling	<i>"</i>	Cables	<i>part seen said</i>
Wales	<i>"</i>	Rudder	<i>"</i>	Hawsers and Warps	<i>to be sup^d & good</i>
Plank (Bottom) and Counter	<i>"</i>	Copper (or Y.M.)	<i>Coating When put on now</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>"</i>	Caulking of	<i>"</i>	Cargo and Main Hatchways	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>"</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>"</i>
Scuppers	<i>"</i>				

General Observations, Opinion as to Class, &c.

The above vessel is now in good condition and in my opinion, eligible to remain as classed

The Amount of Entry Fee ... £ *16/8* received by me, *James Curpin*
 Special ... £ *2 : 2 : 0* 23.8. 1880
 Certificate (if required) } £ *5 :*
 to be sent as per margin...
 (Travelling Expenses, if any, £)
 Committee's Minute *Tuesday, August 5th, 1880.*
 Character assigned *100 A1*