

# REPORT of SURVEY for REPAIRS, &c.

28843  
 No. in Survey held at *Cardiff* Date, first Survey *18<sup>th</sup> Nov.* Last Survey *15<sup>th</sup> Decr. 1880*  
 on the *Barge Scottish Chieftain* Master *Macintyre*

TONNAGE under Tonnage Deck *1345*  
 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 *1483*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm. *1398*  
 Built at *Stockton* When built *1876*  
 Owners *W. & A. Ross & Co.* Port belonging to *Liverpool*  
 Residence *Liverpool*  
 By whom built *Richardson* Destined Voyage *San Francisco*  
 # Surveyed Afloat or in Dry Dock *East Gate Dock*  
 (State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *11.50*  
 Last Survey, No. *28344* Port *Iron*  
 REPAIRS, OR EXAMINATION AS PER RULE *on acct of Damage*

Cause of Repairs to be clearly stated.  
*This vessel recently under survey here, (See Report No. 4996) returned to Port, soon after commencing her voyage to San Francisco having encountered a violent gale, on the 15<sup>th</sup> November, during which she was thrown on her beam ends, shifted cargo, (levals and bolts) lost Mizzen Mast, and sustained other damage. (See Special Report)*

*Now Done.* The cargo partially discharged. The Mizzen Mast repaired with Iron. Mizzen Topmast with Pitch Pine. Main Topmast, Top Gallant, and Royal Masts, Main Topsail Yard, Top Gallant, and Royal Yards, Foretopmast, Top Gallant and Royal Masts, Fore Top Gallant, & Royal Yards, Gunner Room and Mizzen Gaff, all renewed with Pitch Pine. New Mizzen Rigging, and Mizzen Topmast Rigging with sturdy stays of pine fitted and a quantity of Running-

Present Condition of the	Good	Treenails	Good
Decks	"	Breasthooks and Stenson	"
Waterways	"	Transoms, Pointers, and Crutches	"
Comings	"	Timbers of the Frame at the openings	"
Upper Deck Beams & Fastenings	"	Ditto Ditto at other places	"
Lower Deck Beams & Fastenings	"	Keelsons	"
Plank sheers	"	Clamps and Shelves	"
Sheerstrakes	"	Ceiling	"
Topsides	Plating	Rudder	"
Wales	"	Copper (or Y.M.)	Paint When put on 1880
Plank (Bottom) and Counter	to	Caulking of	Good
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Bottom, Deck, & Waterways	Good
General Observations, Opinion as to Class, &c.	#0 Scuppers	Cargo and Main Hatchways	to Hatches

*Repairs having been effected as here reported, and the vessel placed in good and efficient condition she is in my opinion eligible to remain as classed. 100 A1*

Special Damage £6.6.0  
 The Amount of Entry Fee ... £ : : received by me, *St. J.*  
 Special ... £ 2 : 2 : 0 *18/12 1880*  
 Certificate (if required) } £ : 5 : 0  
 to be sent as per margin... }

(Travelling Expenses, if any, £ )  
 Committee's Minute *Tuesday, December, 21<sup>st</sup> 1880.*  
 Character assigned *100 A1*  
*JBW*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
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Scottish Chieftain

28843

Iron

Gear, Lanyards &c. supplied. Vessel altered to Barque Rig.  
A quantity of New Sails supplied and several damaged Sails  
repaired. Iron Bulwark Stanchions on each side. repaired &  
repartened. Ormament in water ways, made good. Bulwarks and  
Ports repaired. Main & Top Gallant Boils &c repaired. Some New  
Leak Boils and Stanchions fitted on Poop. 3 Chain Plates on the  
Starboard Side repartened. Rumpkin Plate repaired. Steering  
Gear, repaired. The Main Deck Caulked. Sundry repairs for  
Cabins &c. and a quantity of Deck fittings made good.  
The Vessel well scraped, cleaned, and painted down to the  
water line -  
Cargo re-hipped -

Henry J. Tyrrell



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