

REPORT of SURVEY for REPAIRS.

No. *3894* Survey held at *London* Date *February 15* 18*38*
 on the *Brig Edwin* Master *Kenny*
 Tonnage *220* Built at *Lincoln* When built *1832*
 By whom built *Leip* Owners *Leip*
 Port belonging to *London* Destined Voyage *Constantinople & Africa*
 If Surveyed Afloat or in Dry Dock *Pattenburg's Dock*

Original Survey, No. *1191* Dated *1835* Classed *SA 1*
 Port *London*

Repairs *At the present time having been ashore, Shipped. Keel refastened - Treennails in Bridge shifted & additionally bolted - Three strakes taken up in Lubboard Belfs to examine timbers on which unfound whole - Caulked Keel up & Copied upon which Paper to the Ballast mark. Keels additionally bolted -*

There is reason to believe that the Drum above the 1st Head is a mixture of English & Foreign Oak - Most of the Second Luttocks now seen are Foreign Oak.

The Surveyor is also required to state the present Condition of the

Decks <i>Good</i>	Transoms <i>Good</i>	Windlass <i>Good & efficient</i>
Upper Deck Beams & Fastenings <i>Good</i>	Timbers of the Frame <i>Good</i>	Capstan <i>Good & efficient</i>
Lower Deck Beams & Fastenings <i>Good</i>	Topsides <i>Good</i>	Pumps <i>Good & efficient</i>
Spirketting <i>Good</i>	Wales <i>Good</i>	Masts, Yards, &c. <i>Good & efficient</i>
Plank Sheers <i>Good</i>	Counter <i>Good</i>	Sails <i>Good & efficient</i>
Waterways <i>Good</i>	Plank and Treennails (Outside to the Water's Edge) <i>Good</i>	Cables <i>Good & efficient</i>
Hatchway Comings <i>Good</i>	Rudder <i>Good</i>	Anchors No. of <i>Good & efficient</i>
Breasthooks <i>Good</i>	Copper <i>Good</i>	Standing & Running Rigging <i>Good & efficient</i>

General Observations and Opinion, as required by the Instructions.

In my opinion this vessel should only stand Classed A1 on account of the Foreign Oak in the Drums -

The Amount of Fee.....£ *1: 1: -* is received by me, *John Bayley*
 Committee Minute *Feb 16* 18 *38*
 Character assigned *Reduce Class to SA 1*