

REPORT OF SURVEY for REPAIRS.

No. 113 Survey held at Londen Date Sept 15 to Oct 4 1847
 on the "Edmond" Master Buckford
 Tonnage 399 Built at N Scotia When built 1833
 By whom built _____ Owners Townsey & Co
 Port belonging to Londen Destined Voyage _____
 If Surveyed Afloat or in Dry Dock In Mess^r Fletcher & Co Dry Dock

Last Survey, No. 13229

Classed 4 A 1
S.S. 2 3/4 C 1 4mo 97

Port Londen

REPAIRS now done. Of damage sustained by being on shore at Quebec. The Fir Sheathing (one inch thick upon Bell) upon Bottom wholly stripped off and renewed; a Short three Piece scaped into the end of each of two Planks of Bottom in Starb^d. Starb^d several staided staided and three Butt Bolts on this side replaced; a Plank 6 1/2" thick 40 feet long of American Elm now wrought on each side in Midship at about 1/2" from the Keelson, and Bolts at every Floor with an Iron Bolt at every Floor each Bolt 20" long fully compensating for the one broken. Plank found; Rudder hanging Secured Chased. Rudder trimmed off ship hung in Shores and calked from Wale to Keel.

Now done in conformity with S.S. Rule Section No 63 a Strake of Planking inside above Belge Strake, removed on both side from Stem to Stern Post and every timber examined all of which are sound except two staided and one Latent Aft and their deficiency in strength has been fully compensated by additionally thro' Bolting the Painters over them, in fair Bolts in each the Deck fastenings, Watertight Planks here inside and Present Condition of the outside Planking, Masts, Mastheads, Riggers, Timbers, and general condition of the Ship is good such as to entitle her to the character recommended before.

Decks	Treenails	Windlass and Cupstan
Waterways } <u>good</u>	Breasthooks and Stenson } <u>good where seen</u>	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c. } <u>In good order and sufficient</u>
Lower Deck Beams & Fastenings } <u>as above</u>	Keelsons } <u>d^o</u>	Sails
Plank sheers	Clamps and Shells } <u>d^o</u>	Anchors No. of
Sheerstrakes } <u>d^o</u>	Ceiling } <u>d^o</u>	Cables
Topsides } <u>d^o</u>	Rudder } <u>d^o</u>	Hawsers and Warps
Wale } <u>d^o</u>	Copper } <u>Metal now new after this</u>	Standing & Running Rigging
Plank (Bottom) and Counter } <u>as above</u>		
General Observations and Opinion, <u>Ship upon Bell</u>		

The above named Damage has now been efficiently repaired. The Ship has also now undergone a "Special Survey" in accordance with Rule Section 63. She is in good condition for the safe conveyance of dry and perishable cargoes, and not being able to trace any cause why the S.S. has not hitherto extended the usual time assigned such ships if found in good condition, we recommend that she remain as Classed A, 1 and mark S.S. 47. 4 years.

The Amount of Fee.....£ 2 : -

is received by me.

Certificate (if required)

Committee's Minute

Character assigned

Special Fee for Damage £ 40.0.0 }
 £ 2.2.0 }

1847

W. H. Martin
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