

ANNUAL SURVEYS.

14084

No. 15 Survey held at London Date Feb 15 1848
 on the Thames "Sea Queen" Master W. R. Hawkesley
 Tonnage 278 Built at Sunderland When built 1846
 By whom built 308 1/10 Owners Gilby & Co
 Port belonging to London Destined Voyage Leghorn Per Account
 If Surveyed Afloat or in Dry Dock in p' ways London Dock

4/3/48

Last Survey, No. 2932 Port of Sunderland Classed 10A1
 Present Condition of the
 Treenails Good Windlass and Capstan efficient
 Breasthooks and Stenson — Pumps do
 Transoms, Pointers, and Crutches — Boats do
 Timbers of the Frame — Masts, Yards, &c. do
 Keelsons — Sails do
 Clamps and Shelves — Anchors No. of 3 B 13 1/4 do
 Ceiling — Cables do
 Rudder — Hawsers and Warps do
 Copper galvanised iron to light mark Standing & Running Rigging do
 General Observations and Opinion, The bottom caulked and sheathed with
galvanised iron to light mark, the screw machinery has
been taken out and the vessel fitted as a sailing vessel
is in an efficient condition and may remain as Classed
 Committee Minute 3rd March 1848 and SCW M.C. by H.P. expended
 Character assigned 10 A 1 Efficient screw Certificate (if required)

No. 122 Survey held at London Date Feb 15 21 22 1848
 on the Sancho Panza Master W. Kelly
 Tonnage 144 Built at Shouham When built 1828
 By whom built Bally Owners Gilby
 Port belonging to London Destined Voyage Barcelona
 If Surveyed Afloat or in Dry Dock afloat

Last Survey, No. 13613 Port of London Classed A 1
 The present Condition of the
 Decks Good Treenails Good when seen Windlass and Capstan efficient
 Waterways — Breasthooks and Stenson Good Pumps —
 Comings — Transoms, Pointers, and Crutches do Boats —
 Upper Deck Beams & Fastenings Good Timbers of the Frame do Masts, Yards, &c. —
 Lower Deck Beams & Fastenings do Keelsons do Sails —
 Planksheers Good Clamps and Shelves do Anchors No. of 2 B 15 1/4 —
 Sheerstrakes do Ceiling do Cables —
 Topsides do Rudder do Hawsers and Warps —
 Wales do Copper 45 do Standing & Running Rigging —
 Plank (Bottom) and Counter do
 General Observations and Opinion, Two of the upper deck beams had been cut
to take on board machinery now properly repaired
is in an efficient condition fit for the conveyance
of dry and perishable cargo and may remain as Classed
 Committee Minute 3rd March 1848
 Character assigned A 1 Certificate (if required)

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