

ANNUAL SURVEYS.

1875

No. ² on the *Mr. Bolton* Survey held at *London* Date *February* 18 *73*
 Tonnage *541* Built at *Liverpool* Master *Navy*
 By whom built *By whom* Owners *By whom*
 Port belonging to *London* Destined Voyage *Spain*
 If Surveyed Afloat or in Dry Dock *Weymouth Dock*

Last Survey, No. *1798* Port of *London* Classed *A.1*
 1, 53

The present Condition of the

Decks <i>Good</i>	Treenails <i>Good</i>	Windlass and Capstan <i>Efficient</i>
Waterways <i>do</i>	Breasthooks and Stenson <i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>Sound</i>	Timbers of the Frame <i>Sound</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Keelsons <i>do</i>	Sails <i>do</i>
Plank-sheers <i>Good</i>	Clamps and Shells <i>do</i>	Anchors No. of <i>2 1/1</i> <i>do</i>
Sheerstrakes <i>do</i>	Ceiling <i>do</i>	Cables <i>do</i>
Topsides <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>do</i>
Wales <i>do</i>	Copper <i>Yellow Metal</i> When put on <i>1853</i>	Standing & Running Rigging <i>do</i>
Plank (Bottom) and Counter <i>do</i>		

General Observations and Opinion, *From passage having been upon the Weymouth Sands and returned to London to repair. Shipped heavy laden from the West of India and returned with heavy laden from the West of India. The vessel is now in an efficient condition for the conveyance of dry and perishable cargoes to & from all ports of the world and may remain in service for many years.*
 Character assigned *First Class*
 Special damage *None*
 Certificate (if required) *None*

No. ⁵⁸¹ on the *Mr. Highland Lad* Survey held at *London* Date *February* 19 *73*
 Tonnage *113* Built at *Greenwich* Master *Pennett*
 By whom built *By whom* Owners *Pennett*
 Port belonging to *Bristol* Destined Voyage *To Australia*
 If Surveyed Afloat or in Dry Dock *London Dock*

Last Survey, No. *1582* Port of *Bristol* Classed *A.1*
 C 3 57 SS. 57

The present Condition of the

Decks <i>Good</i>	Treenails <i>Good</i>	Windlass and Capstan <i>Efficient</i>
Waterways <i>do</i>	Breasthooks and Stenson <i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>Sound</i>	Timbers of the Frame <i>Sound</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Keelsons <i>do</i>	Sails <i>do</i>
Plank-sheers <i>Good</i>	Clamps and Shells <i>do</i>	Anchors No. of <i>2 1/1</i> <i>do</i>
Sheerstrakes <i>do</i>	Ceiling <i>do</i>	Cables <i>do</i>
Topsides <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>do</i>
Wales <i>do</i>	Copper <i>Green</i> When put on <i>1848</i>	Standing & Running Rigging <i>do</i>
Plank (Bottom) and Counter <i>do</i>		

General Observations and Opinion, *Coasted from the West of India and returned to the West of India. Is in good efficient condition for the conveyance of dry and perishable cargoes to & from all ports of the world and may remain in service for many years.*
 Committee Minute *8 March 1873*
 Character assigned *First Class*
 Certificate (if required) *None*

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