

ANNUAL SURVEYS.

19975

No. 56 Survey held at London Date Oct 11 1855
 on the Ship "Savarin" Master J. P. Rippon
 Tonnage 493 Built at Cochin When built 1808
 By whom built London Owners G. Marshall
 Port belonging to London Destined Voyage Adelaide
 If Surveyed Afloat or in Dry Dock East London docks (afloat)

Last Survey, No. 18876 Port of London Classed SS 3/4 A. 1.
 54

The present Condition of the

Planks <u>good</u>	Treenails	Windlass and Capstan <u>good</u>
Waterways <u>good</u>	Breasthooks and Stemson	Pumps <u>good</u>
Joinings <u>good</u>	Transoms, Pointers, and Crutches	Boats <u>3 good</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good</u>	Masts, Yards, &c. <u>good and sufficient</u>
Lower Deck Beams & Fastenings <u>where seen</u>	Keelsons <u>where</u>	Sails <u>good and sufficient</u>
Plank sheers <u>good</u>	Clamps and Shelves <u>seen</u>	Anchors No. of <u>3 B. 1 S. 1 R.</u>
Deerstrakes <u>good</u>	Ceiling	Cables <u>good and sufficient</u>
Oppsides <u>good</u>	Rudder	Hawsers and Warps <u>good</u>
Tales <u>good</u>	Copper <u>yellow metal</u> When put on <u>1854</u>	Standing & Running Rigging <u>good</u>
Plank (Bottom) and Counter <u>not seen</u>		

General Observations and Opinion,

Committee's Minute

Character assigned

This vessel was laden when my attention was called to her, and could not be examined more than five feet below the hold-beams, so far as could be seen appeared in good condition fit for the safe conveyance of dry and perishable cargoes to land from all parts of the World, and in my opinion

Eligible to remain as Classed *A. 1.

J. F. Light
 Certificate (if required)

No. 150 Survey held at London Date Oct 13 1855
 on the Bark "Aerolite" Master J. Downie
 Tonnage 423 Built at Grays When built 1853
 By whom built 317 Owners Wemyss & Co.
 Port belonging to Grays Destined Voyage Swan River
 If Surveyed Afloat or in Dry Dock Hackwood's dry dock

Last Survey, No. 19202 Port of London Classed 7 A. 1.
 54

The present Condition of the

Planks <u>caulked</u>	Treenails	Windlass and Capstan <u>good</u>
Waterways <u>"</u>	Breasthooks and Stemson	Pumps <u>good</u>
Joinings <u>good</u>	Transoms, Pointers, and Crutches	Boats <u>3 good</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good</u>	Masts, Yards, &c. <u>good and sufficient</u>
Lower Deck Beams & Fastenings <u>where seen</u>	Keelsons <u>where</u>	Sails <u>good and sufficient</u>
Plank sheers <u>good</u>	Clamps and Shelves <u>seen</u>	Anchors No. of <u>3 B. 1 S. 1 R.</u>
Deerstrakes <u>caulked</u>	Ceiling	Cables <u>good and sufficient</u>
Oppsides <u>"</u>	Rudder	Hawsers and Warps <u>good</u>
Tales <u>"</u>	Copper <u>yellow metal</u> When put on <u>1853</u>	Standing & Running Rigging <u>good</u>
Plank (Bottom) and Counter <u>good where seen</u>		

General Observations and Opinion,

Now done. The vessel caulked from metal-line upwards including the decks, and the yellow-metal patched, she is now in good and efficient condition and in my opinion eligible to remain as Classed 7 A. 1.

Committee's Minute 23rd October 1855

Character assigned

J. F. Light
 Certificate (if required)