

ANNUAL SURVEYS.

24439

No. 190 Survey held at London Date Jan^{ry} 28th 1862
on the Bar "Stellura" Master Ways
Tonnage 232 Built at Sunderland When built 1858
By whom built London Owners J. Brodie
Port belonging to London Destined Voyage Alga Bay
If Surveyed Afloat or in Dry Dock "Blacksmiths dock"

Last Survey, No. 22182 Port of London Classed 9 A 1
59

The present Condition of the

Decks <u>good</u>	Treenails	Windlass and Capstan <u>good</u>
Waterways <u>"</u>	Breasthooks and Stemson	Pumps <u>"</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches	Boats <u>good and sufficient</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>where seen</u>	Keelsons <u>where seen</u>	Sails <u>"</u>
Planksheers <u>"</u>	Clamps and Shelves <u>seen</u>	Anchors No. of <u>"</u>
Sheerstrakes <u>"</u>	Ceiling	Cables <u>"</u>
Topsides <u>"</u>	Rudder	Hawsers and Warps <u>"</u>
Wales <u>"</u>	Copper <u>Y. M.</u> When put on <u>June 1861</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter <u>"</u>		

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways good where seen.

Bills and Survey produced showing an account of the vessel having been stopped and caulked at the Mauritius after being on the ground at the entrance of Port Beaufort. The work done in June 1861 at which time the bottom was resheeted with yellow-metal. Committee's Minute 7th February 1862 in good condition, and in my opinion eligible to remain as Classed (9 A 1).
Character assigned 9 A 1 record W. J. Light

Certificate (if required)

No. 370 Survey held at London Date Jan^{ry} 30th 1862
on the Bar "Potentate" Master J. Hall
Tonnage 318 Built at Greenock When built 1838
By whom built London Owners Jolly & Co.
Port belonging to London Destined Voyage West Indies
If Surveyed Afloat or in Dry Dock New Crane dry dock

Last Survey, No. 24170 Port of London Classed 12 S 3/55 * A 1
C 4 8, 61

The present Condition of the

Decks <u>good</u>	Treenails	Windlass and Capstan <u>good</u>
Waterways <u>"</u>	Breasthooks and Stemson	Pumps <u>good</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>good and sufficient</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>where seen</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>where seen</u>	Keelsons <u>seen</u>	Sails <u>"</u>
Planksheers <u>"</u>	Clamps and Shelves	Anchors No. of <u>"</u>
Sheerstrakes <u>"</u>	Ceiling	Cables <u>"</u>
Topsides <u>"</u>	Rudder	Hawsers and Warps <u>"</u>
Wales <u>"</u>	Copper <u>Y. M.</u> When put on <u>1861</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter <u>"</u>		

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways good where seen.

Now done, yellow-metal patched. She is now in good condition fit for the safe conveyance of dry goods to and from all parts of the world, and in my opinion eligible to remain as Classed (12 S 3/55 * A 1).
Committee's Minute 7th February 1862 in good condition, and in my opinion eligible to remain as Classed (12 S 3/55 * A 1).
Character assigned 12 S 3/55 * A 1 record W. J. Light

Certificate (if required)