

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 431 Survey held at London Date Aug 3rd to Aug 24th 1864
 on the Ship "Roxburgh Castle" Master Charles Qinsdale
 Tonnage 1049 Built at Sunderland When built 1852
 By whom built _____ Owners R Green
 Port belonging to London Destined Voyage Melbourne
 If Surveyed Afloat or in Dry Dock Green's Dry Dock & East India Dock

Last Survey, No. 25716 Port London Classed 13 A.1.

REPAIRS

Now done, the yellow metal sheathing, stripped off the bottom, and the upper course of it dubbed bright, greenails driven out from various parts from the metal line downwards, a strake of planking split out each side at the bilges, outside, the limbers lifted and the hold cleared for examination, in order that she may be surveyed from the metal line downwards, in anticipation of the 2nd Rule for continuation to prevent the necessity of stripping the yellow metal at the expiration of her present class.

The following renewed, viz, the greenails from the metal sheathing line to the lower turn of the bilges, with stringy bark, Eng Oak and a few locust - a strake of outside plank at the floorheads each side with pitch pine Am. Oak and Am. Elm - On the port side forward 7 planters of ceiling with Teak, one chock, three pads and nine fillings, tie bolted together - (a few G.M. through bolts in way of this repair introduced) - on the starboard side one plank of ceiling forward and one aft with Teak - The top gallant berthing fore and aft and a portion of the main bulwarks on each side, the Breast rail of the poop, the port main channel and the Main Mast new P.T.O.

Present Condition of the

Decks <u>Caulked</u> } <u>good</u>	Treenails <u>new from the metal line to bilges</u>	Windlass and Capstan
Waterways <u>do</u> } <u>where</u>	Breasthooks and Stemson	Pumps
Comings <u>do</u> } <u>seen</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats
Upper Deck Beams & Fastenings } <u>firm</u>	Timbers of the Frame at the openings	Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings } <u>firm</u>	Ditto Ditto at other places <u>where</u>	Sails
Planksheers <u>Caulked</u> } <u>good</u>	Keelsons	Anchors No. of <u>3 B. 1 S. 2 M.</u> and
Sheerstrakes <u>do</u> } <u>where</u>	Clamps and Shells <u>seen</u>	Cables <u>sufficient</u>
Topsides <u>do</u> } <u>seen</u>	Ceiling <u>3</u>	Hawsers and Warps
Wales <u>do</u> } <u>seen</u>	Rudder	Standing & Running Rigging
Plank (Bottom) and Counter <u>Caulked</u>	Copper <u>G.M. on felt</u> When put on <u>now</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. good where tested

She has now been specially surveyed from the metal sheathing line downwards, under the second rule for continuation Sec 54, and put in good and efficient condition, and is fit in our opinion to remain as classed 13 A.1.

The Amount of Fee.....£ 3 : - is received by me,

Special..... 3 : 3 : -

Certificate (if required) : 5 : -

Committee's Minute 25th October 18 64

Character assigned 13 A.1 regular repair

Main fee £ 4. 4. -
 Special fee £ 3. 3. -

26436 ton

The following introduced as compensation for a defective floor under the Mizzen Mast — An Iron plate 6 feet long by $\frac{7}{8}$ thick let into each side of the Keelson and crossbolted and in addition a strong floor Rider worked across over the Keelson and well through bolted with $\frac{1}{2}$ yellow Metal bolts.

The vessel has been caulked from the Keel to the middle line of deck and the bottom resheathed with Yellow Metal on felt —

Stornish