

REPORT of SURVEY for REPAIRS.

Red A
2nd Survey Rule

30893

No. in Reg. Book. *27* No. *1* Survey held at *London* Date, first Survey *May 9th* Last Survey *May 27th 1870*
on the *Barque "Saling Grove"* Master *Robert Hedley*
Tonnage *324* built at *Redbridge* When built *1840*
By whom built _____ Owners *Robert Hedley*
Port belonging to *London* Destined Voyage *Archangel*
If Surveyed Afloat or in Dry Dock *New Crane Dry Dock*

Last Survey, No. *29917* Port *Lon.* Classed *Rest 59-99 is 2.67*
Cont 66-38 cts

REPAIRS, &c.

Now done, the yellow metal sheathing stripped off the bottom, the hull's sides either scraped or dubbed bright from the light water mark to the waterway beam, treenails and bolts driven out as required by the Rules, a listing cut fore and aft on both sides at the bulges, a buttress plank, and a stroke of topside plank on each side removed, the windlass stripped, the Chain Cables ranged in deck, the hold cleared, proper staves made and all requirements attended to. The following repairs have been effected - viz - On the Port side - one stroke of topside plank, eight shifts of wall, and three buttress planks outside - Inside - All the ceiling from the upper deck shelf to the hold beam spiketting, and one shift of spiketting renewed with pitch pine and Dantzic oak - twelve fillings introduced between the timbers, and the iron knees taken down and refitted and battled in way of the new work. In the hold in the After body - five Cant Timbers

Present Condition of the

| | | |
|----------------------------------|--------------------------------------|----------------------------|
| Decks | Treenails | Windlass and Capstan |
| Waterways | Breasthooks and Stemson | Pumps |
| Comings | Transoms, Pointers, and Crutches | Boats |
| Upper Deck Beams & Fastenings | Timbers of the Frame at the openings | Masts, Yards, &c. |
| Lower Deck Beams & Fastenings | Ditto Ditto at other places | Condition, how ascertained |
| Planksheers | Keelsons | Sails |
| Sheerstrakes | Clamps and Shelves | Anchors |
| Upsides | Ceiling | Cables |
| Wales | Rudder | Hawsers and Warps |
| Plank (Bottom) and Counter | Copper | Standing & Running Rigging |
| Engine Room Skylights | Caulking of | |
| Coal Bunker, Openings, Lids, &c. | Bottom, Deck, & Waterways | |
| Scuppers | | |
| Cargo and Main Hatchways | | |
| Hatches | | |

General Observations and Opinion, *She has now been repaired and put into good and efficient condition, fit for the conveyance of dry and perishable cargoes to and from all parts of the world and to be classed Red A. 1. for 6 years S.S. 1870.*

The Amount of Entry Fee.....£ 4 : - : is received by me,

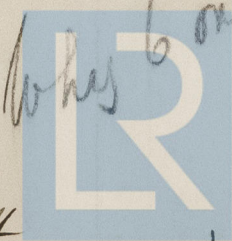
Special.....4 : 4 :

Certificate (if required) : 5/-

Committee's Minute *3 June* 1870

Character assigned *A 1 in Red*

S.S. 70-6 1/2
record repair



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Lloyd's Register Foundation

LON 655-0366

and fine Angle chocks renewed with Dantzic Oak, fifteen shifts of Ceiling in way of these timbers new of Pitch Pine: two Iron crutches taken down refitted and bolted; On the Starboard side - One Strake of Topside Plank, three shifts of wale, and two bottom Planks renewed with Pitch Pine & Dantzic Oak. In the tween decks all new Ceiling from the upper deck shelf to the Hold Beam spiketting, excepting a few shifts forward, renewed with Dantzic Oak & Pitch Pine; six fellingings introduced below the frame timbers: Iron knees taken down and refitted in way of the new work - The Knightheads both Scarphed, one Hawse timber, and Apron Piece new; - the Main Keelson trimmed down in way of the Scarph in the fore Hold, and an Anchor strick sheaf Piece introduced joining Keelson & Dog Keelson in one Piece, of bolted with Iron bolts. One Hold Beam in midships renewed. One Breasthook taken down and refitted; and the keel hung in shores and Caulked from keel to Gunwale, the bottom Bay with Tar, but not sheathed -

The Upper deck and Comings, the upper and lower deck bolts, and the Planks through which they pass, the planks inside and outside, the frame, keel, Keelson, Rudder, bow stem, Knightheads, Hawse timbers, Apron, Stern Post, and all other portions of the vessel, where seen, are in good condition. The Chain Cables good & sufficient; the brasses stripped & examined, and found good -

The Sheer and form of the vessel remain unaltered.

B. W. Raymond