

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 315 No. 1098 Survey held at London Date, first Survey 17 June Last Survey 25 Aug 1870  
on the  bark "Witch of the Wave"  Master  R. Guthrie   
Tonnage 277 built at Leamington When built 1853  
By whom built   Owners Guthrie & Co  
Port belonging to Liverpool Destined Voyage    
If Surveyed Afloat or in Dry Dock Kelson patent Slipway and Afloat.

Last Survey, No. 1098 Port Typ. Classed 10 A 1  
REPAIRS, &c. For "Damage" and "Reat 2<sup>nd</sup> Survey". Cost 63 - 7 Yrs  
1.68

All sheathing stripped off the bottom and elsewhere.  
Scraped and rubbed bright from light mark to waterway.  
Strake of topsides removed all fore and aft on each side.  
Short plank in each buttock removed.  
A listing four inches wide, cut all fore and aft on each side at  
Iron Bolts and Nails, driven out as per Rule. The Pilges  
Beam ends boxed.  
Windlass unhung wood linings stripped, and chain-cables  
ranged on deck for Examination.  
Entered the following No. 3. Main keel all fore and aft of Rock Elm  
and English Elm. Also fastened with iron bolts.  
In Starboard side fore hood of Garboard strake and the remainder of

Condition of the		Good		Good		Good	
ways	Treenails	Good		Good		Windlass and Capstan	
	Breasthooks and Stemson	Good		Good		Pumps	
	Transoms, Pointers, and Crutches	Good		Good		Boats	
	Timbers of the Frame at the openings	Good		Good		Masts, Yards, &c.	
Beams & Fastenings	Ditto Ditto at other places	Good		Good		Condition, how ascertained	
Beams & Fastenings	Keelsons	Good		Good		Examined Afloat.	
	Clamps and Shelves	Good		Good		Sails	
	Ceiling	Good		Good		Anchors No. of	
	Rudder	Good		Good		Cables	
	Gopper	Good		Good		Hawsers and Warps	
	Caulking of	Good		Good		Standing & Running Rigging	
Plank (Bottom) and Counter	Bottom, Deck, & Waterways	Good		Good		Cargo and Main Hatchways	
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Good		Good		Hatches	
General Observations and Opinion,		Good		Good		Good	

Is now in good and efficient condition and having  
been surveyed in strict accordance with the Rules "Act 60 2<sup>nd</sup> part";  
is in our opinion eligible to be classed A 1 in Red for 7 Years from  
the end of the present year. She being in our opinion fit for the safe

The Amount of Entry Fee.....£ 3 - - is received by me, conveyance of dry, and  
perishable cargoes to and  
from all parts of the World.  
Special..... 7 - 7 -  
Certificate (if required)..... 3 - 3 -  
Committee's Minute 30<sup>th</sup> August 1870

Character assigned Class 7 A 1 till end of 1870  
then to be A 1 in red  
SS. 70 - 7 yrs  
Lloyd's Register  
Foundation  
LON656-0020



31070 Lon

The Strake from Main Mast aft of Rock Elm; the Starboard  
Strake, all fore and aft, on Port Side, together with four planks  
in bottom (around Bilge) and extending from fore side of  
Fore Riggings to Main Mast, of Rock Elm. Sheerstrakes on each  
Side (double). Excepting one short after hook, on each side; two  
short fore hooks, one plank in waist, on Starboard side; and one  
plank on luff of bow on Port Side, all of Pitch Pine. One piece  
of waterway on each side and two Roughten Stanchions on  
Port Bow of English Oak, covering board part here of Pitch Pine.  
Eight consecutive Strakes of deck on each side as also four  
other planks of Birch Vancouver Pine, four new Scuppers on  
each side. Retranched from keel to about seven feet down  
from gunwale all fore and aft on each side with "Austral  
Hard Wood." Rudder unshipped lower brace refitted and  
refastened with Copper.

Caulked from keel over all bottom sheathed with  
Yellow Metal on Selt. new fore-yard of Red Pine.

"Now supplied."

21  $\frac{3}{4}$  fathoms 1's Stab. chain. Topmast 22  $\frac{3}{4}$  fms. Sitt  
"Repairs made with part of Years Material."

November 1860

G. H. Turner

Wm. H. H. H.



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