

Restoration 1st Rule REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 122 on the Barge "Hastings" Master W. A. Carpenter -
Tonnage 541 built at Sunderland When built 1833
By whom built _____ Owners Thos. Wilson & Co. Wilson & Co.
Port belonging to London Destined Voyage Australia
If Surveyed Afloat or in Dry Dock Princes' Dock & London Dock

Last Survey, No. 20055 Port Lon. Classed G.A. 1.

REPAIRS

Now done according to the Rules, Section 56 for Restoration, all the yellow metal sheathing stripped off the bottom, her sides scraped bright from the light water mark upwards, the upper deck & waterways from a ship within the Prop forward, the Planksheer, sheer strakes, a strake of plank in the range of the lower deck fastenings, which are of yellow metal, a buttock plank on each side, a biler plank of ceiling, amidships and a listing in the range of the bilges fore and aft removed; the strake of plank in way of the lower deck fastenings was so near the light water mark, as to answer also for the strake required to be removed between the wales and light water mark; the hold cleared, proper stages made inside and outside, the chain cables ranged and the windlass stripped for examination and all other requirements of the Rules complied with -
The following renewed - viz - On the Starboard side - 69 long and short timbers and 3rd futtocks, with English Oak and Teak; the Hight head and three Hawsers timbers with Teak; 26 Roughtree Timbers, five 1st futtocks, two 2nd futtocks, ten heel chocks, twenty through chocks and 29 Borelling chocks with English Oak & Teak. On the Port side

Present Condition of the
Decks new after deck 3rd
Waterways new
Comings good
Upper Deck Beams & Fastenings } good
Lower Deck Beams & Fastenings } good
Planksheers new
Sheerstrakes new
Topsides part new } Caulked
Wales part new
Plank (Bottom) and Counter part new

Treenails part new
Breasthooks and Stemson good
Transoms, Pointers, and Crutches } good
Timbers of the Frame at the openings } good
Ditto part new } where seen
Keelsons } good
Clamps and Shelves part new
Ceiling part new
Rudder good
Yellow metal good
Copper on hull When put on new

Windlass and Capstan good
Pumps good & suff.
Boats good & suff.
Masts, Yards, &c. good & suff.
Condition, how ascertained examined
Sails 2 Suits - good
Anchors No. of 303 - 18 - 2 1/2
Cables ranged - good & suff.
Hawsers and Warps good & suff.
Standing & Running Rigging refitted

General Observations and Opinion,

The 1st Rule for Restoration has been fully complied with - the vessel has had a very large repair is put into good and efficient condition, fit in our opinion, for the conveyance of dry and perishable cargoes to and from all parts of the world, and to be restored for 6 years A-1. from 1870 -

The Amount of Fee.....£ 5 : - : }

is received by me,

Special.....12 : 12 :

Certificate (if required) - : :

Committee's Minute 13th September 1870.

Character assigned Raised to 10th

on Com. Min. 22nd Sept 1870
classing confirmed

Restored for 7 years
record G.M.

W. Wraymouth
Samuel Piesons

On comparing the material of which this ship was built as stated in first Entry Report with Amended Table D, the ship appears eligible to be classed as a 10th ship.

71 Long and Short Softtimbers, and 3rd Lattrocks, 26 Roughtree Timbers,
 34 Bebeling Chocks, 9 heel Chocks, 7 through Chocks, two 2nd Lattrocks,
 one 1st Lattrock and two Cant Timbers, with English Oak and Teak; a
 Knight head and three Drawse Timbers with Teak. On the Starboard
 side - five 1st Lattrocks, two 2nd Lattrocks, and one Cant Timber with
 English Oak. The Ceiling lifted on both sides in way of the Chocks and
 the bilges, and these Chocks renewed with English Oak rescaled when
 necessary. The Blanksheer 4 ins thick, fore and aft both sides, two sides
 of 5 ins Sheer Strake, on both sides, and on the Port side, ranging from the
 Prop forward generally; Parts of three strakes of Top Sides, 4 ins thick
 113 feet, 68 feet, & 77 feet respectively. Six strakes of Brails 4 1/2 ins thick, 88-100-
 118-75-66- and 145 feet respectively. Parts of fine strakes of lower deck Ceiling
 2 1/2 ins thick, 120-109-126-116 and 120 feet long respectively. One length of 4 1/2 ins
 Lower Deck Spirketting 30 feet long. Three of 4 ins lower deck Clamp 25-15 and
 20-6 long respectively. Parts of 8 strakes of Ceiling in Hold 3 ins thick, between
 the Clamp and Bilge - 90-22-35-6-81-84-84-87 and 82 feet long respectively.
 Parts of 4 strakes of Bilge, Blank 4 ins thick 80-23-30 and 74 feet long respectively.
 Parts of 7 strakes of Ceiling below the bilges 3 ins thick - 53-43-49-36-32 1/2-
 and 35 feet respectively. and one length of Limber Strake 22.6 long. All with
 Pitch Pine. Parts of two strakes of upper deck Clamp 124 and 107 feet long
 with Pitch Pine & Dantzic Oak. The main Waterway from within the Prop
 forward - 130 feet long with ~~Teak~~ & Dantzic Oak and Pitch Pine, the Dantzic
 Oak being used round the bows - the inner Waterway 96 feet long with Pitch
 Pine & Dantzic Oak from the Prop forward with Pitch Pine & Dantzic Oak.
 On the Starboard side - Parts of 4 strakes of 4 ins Top Sides, 122 feet, 33-125 and
 106 feet long respectively; Parts of 5 strakes of Brails - 88-70-84-22-10-20-
 68 feet and 6 feet long respectively. 4 1/2 & 4 ins thick; - Parts of 3 strakes of
 Deck Ceiling 2 1/2 ins thick - 112-104-122-114 and 112 feet long respectively.
 One length of lower deck Spirketting 4 1/2 ins thick - 26 feet long - two planks
 of lower deck Clamp 4 ins thick 12 and 17 feet long - between the Hold Bilge
 Clamps and the Bilges Parts of 9 strakes of 3 ins Ceiling - 12-100-15-30-34-
 90-100 and 94 feet long. Parts of 3 strakes of 4 ins Bilge Blank - 57-32 and
 long respectively. Parts of 7 shifts of Ceiling below the Bilge 3 ins thick - 48-1-
 38 1/2-40-30- and 36 feet long - and one length of 4 ins Limber Strake 27 1/2 feet
 all with Pitch Pine. The main Waterway from within the Prop forward, and
 the Roughtree Rail, also 14 upper deck Beams with Pitch Pine and Dantzic
 Oak. One Starboard Beam arm in way of Prop scarphed with Teak.
 Two new Half Beams to main Hatch with Pitch Pine. The Riding
 Keelson taken off fore and aft excepting the after length the fore part of
 the main Keelson cladded down new Riding Keelson fitted and bolted,
 the fore and main Mast Steps new. 14 Iron Riggers and 3 Iron Bore
 refitted and rebolted. All the Iron upper and lower deck ~~and~~ knees in
 way of new work refitted and bolted; the side Counter Timbers and the
 Quarter Pieces new, the former of English Oak; the Sheer Strake and
 Blanksheer of Prop new of Pitch Pine, a small portion of the Prop cl
 new; - the Prop dripto Part new on each side - two Prop Roughtree
 Stanchions and one Timber Head renewed with English Oak; the
 main & Mizzen Channels and their Bolts on each side and the No
 Head and its fittings, all new; - The old Luffallant Fore castle
 Cleared away, and a Monkey Fore castle fitted in lieu of it. a Deck
 fitted on Deck for the accommodation of the crew. The upper deck
 nearly all new of 3 1/2 ins Yellow Pine from the Prop forward, the
 Comings and Carlings to the main Hatch new. The Devel Cauls
 throughout and her bottom sheathed with yellow metal on Fe
 The upper deck & Comings the upper and lower deck bolts and
 the Blanks through which they pass the frame, planking inside and
 outside, the stem, apron, knightheads, beams, keelson, windlass, re
 stern post, and all other portions of the vessel - where seen, a
 in good condition -

W. W. Raymond
 Samuel Presons