

Second Continuation & Change of Owners REPORT of SURVEY for REPAIRS.

3268

No. in Reg. Book. 214 No. 393 Survey held at London Date, first Survey July 20 Last Survey Aug 30 1872
on the BK Flying Fish Master J. Sin
Tonnage 393 built at Sunderland When built 1858
By whom built _____ Owners Scrutton &

Load 2/9/72

Port belonging to London Destined Voyage West Indies
If Surveyed Afloat or in Dry Dock Union Dry Dock & London Dock

Last Survey, No. 31440 Port Lon. Classed 13 Milled

REPAIRS, &c. now done in accordance with the Second Survey Sec: 54, the metal sheathing stripped, the outside plating brightened from the light line to the waterway seam; treenails and bolts driven out for survey; a bow and buttock plank, on both sides, split out; all the treenails renewed from the keel to the gunwale, and the holes examined; eleven planks of deck on the Starboard side and twelve on the Port side renewed with Yellow pine; the beam ends bored, listings for $\frac{1}{3}$ th the vessels length cut in the ceiling at each end and on both sides; the hold, timbers, and all air courses cleared; the main piece of windlass and the bitts renewed with Teak; the planks renewed for survey and an additional fore hood on the Port side renewed with Teak; the chains ranged, found good and sufficient; the rule fully complied with, and the vessel found thoroughly sound. Caulked throughout and the bottoms re-sheathed with Yellow Metal upon felt - New hawse chocks and the pipes re-fitted.

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| Decks caulked <u>good</u> | Treenails renewed with <u>Stringy bark</u> | Windlass and Capstan <u>new Teak</u> |
| Waterways caulked | Breasthooks and Stenson <u>good</u> | Pumps <u>good</u> |
| Comings <u>dr</u> | Transoms, Pointers, and Crutches | Boats <u>and</u> |
| Upper Deck Beams & Fastenings | Timbers of the Frame at the openings | Masts, Yards, &c. <u>efficient</u> |
| Lower Deck Beams & Fastenings <u>where</u> | Ditto Ditto at other places | Condition, how ascertained <u>from the deck (etc.)</u> |
| Planksheers <u>scraped & caulked</u> | Keelsons <u>where</u> | Sails <u>good</u> |
| Sheerstrakes <u>dr</u> | Clamps and Shelves | Anchors No. of <u>3 B 1 S 2 K</u> |
| Topsides <u>dr</u> <u>seen</u> | Ceiling | Cables <u>and</u> |
| Wales <u>dr</u> | Rudder <u>seen</u> | Hawsers and Warps <u>efficient</u> |
| Plank (Bottom) and Counter <u>caulked</u> | Copper <u>EXYM</u> When put on <u>new</u> | Standing & Running Rigging |
| Engine Room Skylights | Caulking of <u>good where</u> | Cargo and Main Hatchways <u>good</u> |
| Coal Bunker, Openings, Lids, &c. | Bottom, Deck, & Waterways <u>tested</u> | Hatches <u>good</u> |
| Scuppers <u>efficient</u> | | |

General Observations and Opinion,

Section 54, Second Survey has been fully complied with - She is now in good and efficient condition fit in our opinion to be Continued A.1. for 9 years from 1871

The Amount of Entry Fee.....£4 : is received by me,
Special.....5 :
Certificate (if required) : 5 :

Committee's Minute 13th September 1872

Character assigned Good A.1. for 9 Years from 1871

J. Hornish
J. M. Lawrence
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Lloyd's Register
Foundation
LON658-0013