

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** Survey held at London Date, first Survey March Last Survey April 22 1874
on the Barque Suffolk Master R. S. Byford
Tonnage 976 built at Northampton When built 1857
By whom built Owners H. Ellis & Son
Port belonging to London Destined Voyage Queensland
If Surveyed Afloat or in Dry Dock Regent dry dock & East India docks

Last Survey, No. 21975 Port London Classed origly 13.A.1. 12.64

REPAIRS, &c. Re entry. Change of Owners. Reclassing. 1st & 2nd Rule for Constⁿ &c.

Stripped off the whole of the Yellow Metal Sheathing, Scraped the outside planking bright, from the light marks to the gunwale, including the plank sheers and waterways. Lifted the timbers, opened the air courses. (One all fore and aft at the turn of the bilges) cut out fresh listings at each end, one fifth her length, and on each side, between the keelson, and air courses, below the Hold beam clamps. - Dusted out the whole of the treenails all fore and aft, from a strake above the wales both sides, and samples as required, from other places. Chain plate bolts from each mast, and Yellow Metal bolts examined. - Unhung the Windlass stripped off the linings, the main piece is sound. Lifted the Chain cables from the lockers, tanged them along the deck and found them sufficient in size and in quantity also. - Split out the strake of deck next the waterway, fore and aft both sides, to the beams within the poop and fore-castle, bored and examined the remainder of the beams of both decks.

Present Condition of the In wake of, or abreast the Foremast, on the Port side renewed

| | | | | | |
|----------------------------------|------|--------------------------------------|-----------------|----------------------------|------------------------|
| Decks | good | Treenails | good | Windlass and Capstan | good |
| 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 | from the deck " |
| Plank sheers | " | Keelsons | " | Sails | " |
| Sheerstrakes | " | Clamps and Shelves | " | Anchors | No. of 3 B, 1 S, 2 K " |
| Topsides | " | Ceiling | " | Cables | " |
| Wales | " | Rudder | efficient | Hawsers and Warps | " |
| Plank (Bottom) and Counter | " | Copper | When put on now | Standing & Running Rigging | " |
| Engine Room Skylights | | Caulking of | good | | |
| Coal Bunker, Openings, Lids, &c. | | Bottom, Deck, & Waterways | where tested | | |
| Scuppers | good | | | Cargo and Main Hatchways | good |
| Hatches | good | | | | |

General Observations and Opinion, Surveyed her in accordance with the 1st & 2nd Rule for Continuation, examined her inside and outside, and referring to the 1st Entry Report with reference to her construction, and the materials with which she is built, we find that the greater portion of the outside planking is entirely of Teak. We beg therefore to submit the Owners application for an extension of clasp is worthy of the Committee's favourable consideration. and the Rules 1st & 2nd having been complied with we
The Amount of Entry Fee.....£ 5 : : is received by me, are of opinion she is eligible for the

Special..... 8 : 8 : clasp

Certificate (if required) : 5 :

Committee's Minute 30th April 1874

Character assigned 13A.1. Cont 9A.1.
from 1870.

Samuel Resons

33743 *For*

three first futtocks, three futtock/feet chocks, 'English oak', and nine lengths of plankings. Cut out slight defects from other places, and inserted graven pieces. Some extra through bolts of 'Yellow Metal' put in below the Hold beams, and at the fore end fitted a pair of diagonal Riders 'extra'. - The two lengths of plankings split out for the inspection of the frame above the Wale each side. Renewed with Teak. Unbolted the Knee of the Head, with the Cheeks, Naval Woods, hawse pipes, and all in connection. Gave her a New Cutwater, or Knee and made all good and efficient. New head rails, lace piece, and gammoning.

Caulked from Keel to Gunwale, round the Stanchions and Waterway stanchions. Resheathed with Yellow Metal on felt. The lower deck caulked.

Supplied her with a third bower Anchor. weighing as Per Certif.
by R. L. Smith: 28 Cwt 1 qr 19 lbs. and proved up to 24 tons, 9 cwt. 1 qr. 5 lbs. -
6th Oct^r 1843. } — — Rigging refitted, and turned her into a Barque. —

Samuel Resons



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Foundation