

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** Survey held at London Date, first Survey Aug^r 5th Last Survey Sept^r 2nd 1874
366 on the Ship Green Jacket Master J. & Rowe
536 Tonnage 1088 built at St John When built 1860-7mo
 By whom built King Owners J. Patton & co Patton & co
 Port belonging to London Destined Voyage _____

If Surveyed Afloat or in Dry Dock Bull Head Dry Dock & Milwall Dock's

Last Survey, No. 11869 Port Newcastle Classed 8 5 7-72
 Cont June 69

REPAIRS, OR EXAMINATION AS PER RULE Restoration First Rule

The vessel placed in dry dock on blocks, the yellow metal and wood sheathing removed, and the bottom and keel examined, outside planking from light water mark upwards including waterways, Poop and Forecastle, planksheers, stem, knightheads and hawsotimbers, Stern post and Rudder where exposed, and the whole of the inside planking, beams, clamps and keelsons dulled or scraped bright, hold cleared and stages made, all timbers and air courses cleared, one Strake of topside planking, and one plank in each bow and buttock, also the planks through which the chain and preventer bolts pass removed; plank-sheers from the break of Poop to Forecastle with the mouldings in continuation removed, completely exposing the timber heads

Present Condition of the					
Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>So</u>	Breasthooks and Stemson	<u>So</u>	Pumps	<u>So</u>
Comings	<u>So</u>	Transoms, Pointers, and Crutches	<u>So</u>	Boat's	<u>So</u>
Upper Deck Beams & Fastenings	<u>So</u>	Timbers of the Frame at the openings	<u>So</u>	Masts, Yards, &c.	<u>So</u>
Lower Deck Beams & Fastenings	<u>So</u>	Ditto Ditto at other places	<u>So</u>	Condition, how ascertained	<u>Certificate</u>
Planksheers	<u>So</u>	Keelsons	<u>So</u>	Sails	<u>Good</u>
Sheerstrakes	<u>So</u>	Clamps and Shelves	<u>So</u>	Anchors No. of	<u>3 1/2 1st 2 1/2 2nd</u>
Topsides	<u>So</u>	Ceiling	<u>So</u>	Cables	<u>300 fathoms Good</u>
Wales	<u>So</u>	Rudder	<u>Good and efficient</u>	Hawsers and Warps	<u>and</u>
Plank (Bottom) and Counter	<u>So</u>	Copper	<u>Yellow. When put on now</u>	Standing & Running Rigging	<u>Sufficient</u>
Engine Room Skylights	—	Caulking of	—	Cargo and Main Hatchways	<u>Good Hatches Good</u>
Coal Bunker, Openings, Lids, &c.	—	Bottom, Deck, & Waterways	<u>Good</u>		
Scuppers	—				

General Observations, Opinion as to Class, &c. She is now in good and efficient condition and fit in our opinion for the safe conveyance of dry and perishable goods to and from all parts of the world and eligible to be restored A & for 4 years.

The Amount of Entry Fee ... £ 5 : 0 : 0 r d by me, Thos W Blapell
8-9-74 Special ... £ 7 : 7 : 0 Sept 10 1874
 Certificate (if required) ... £ 5 : 0 : 0

(Travelling Expenses, if any, £ _____)
 Committee's Minute 11th September 1874

Character assigned Restored for 4 years

which were in good condition, so that the thick strakes or spirketting to which the waterway is bolted. (Please see letter) have not been removed, Treennails, and Bolts in range of each tier of beams, driven out in accordance with Rules, a strake of ceiling in range of first futtock heads, all fore and aft and one plank in range of floors, on both sides removed, — and a Treennail driven out of every fourth timber as required by Rule. the strake of deck next the waterway on each deck removed, the remainder of beams under Poop and Forecastle tested by boring and sounding, caulking and the whole of yellow metal bolts tested, windlass unhung the wood lining stripped off, and chain cables ranged on deck for inspection.

Repairs now done. The whole of the outside and inside planks with covering board renewed of Pitch Pine which had been removed for survey, one defective plank and the Main and Mizzen channels on Port side, also the Fore and Main channels on Starboard side renewed of Pitch Pine, the strake of deck next the waterway renewed of yellow Pine, chain plate bolts renewed, middle line including stem, additionally fastened with Iron through bolts in alternate frames, stern Post ^{originally} fastened with Y. M. Bolts, renewed the strengthening pieces ^{or step} under the heel of Foremast of English Oak bolted to main keelson, Rudder unhung and the upper pintle and brace renewed, recaulked from keel over all, wood sheathing renewed of yellow Pine and caulked, and the bottom resheathed with yellow metal over felt.

The upper deck, comings, beams, waterways stem, apron, hawse timbers, knight heads, breasthooks, stempost and transoms, the floors keelson and keel, windlass, Rudder, and cables, Treennails and bolts, the inside and outside planking, with the sheer and general form of the ship examined and found good.

Thomas W. Blagell
Senshouse Martindale