

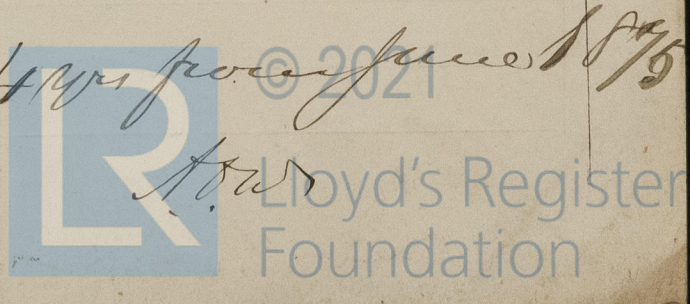
# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. 348 No. 462 Survey held at London Date, first Survey 17<sup>th</sup> July Last Survey 31<sup>st</sup> July 1874  
on the Barge "Fugitive" Master W. R. Barwood  
Tonnage 471 built at Sunderland When built 1864-6 mo  
By whom built Gardiner Owners T. B. Walker  
Port belonging to London Destined Voyage Australia  
If Surveyed Afloat or in Dry Dock Linekiln Dry Dock West India Dock  
Last Survey, No. 33205 Port London HT-68 Classed 11 A1  
Years assigned. 7-73 Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE Continuation Survey No. 1  
The vessel placed in dry dock on blocks, the yellow metal sheathing removed, and the bottom and keel sighted, the outside planking including waterways and covering board from light water mark upwards dubbed bright or scraped, Stages made inside and out, all timbers and air courses cleared, an additional liting cut out of the ceiling at each end of the hold, on each side, for one fifth the entire length of vessel, a number of Treennails driven out in various parts of the vessel in accordance with Rule, the whole of the yellow metal through bolts tested to ascertain if broken, Windlass unbung wood lining stripped off

Present Condition of the				P.L.O	
Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>So</u>	Breasthooks and Stems	<u>So</u>	Pumps	<u>So</u>
Comings	<u>So</u>	Transoms, Pointers, and Crutches	<u>So</u>	Boats	<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>From Deck</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 B<sup>rs</sup> 1 S<sup>th</sup> 2 H<sup>ops</sup></u>
Topsides	<u>So</u>	Ceiling	<u>So</u>	Cables	<u>240 fathoms Good</u>
Wales	<u>So</u>	Rudder	<u>Good &amp; efficient</u>	Hawsers and Warps	<u>and</u>
Plank (Bottom) and Counter	<u>So</u>	Copper	<u>Yell. &amp; When put on now</u>	Standing & Running Rigging	<u>sufficient</u>
Engine Room Skylights	<u>—</u>	Caulking of	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>—</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>
General Observations, Opinion as to Class, &c.	<u>She is a good sound vessel and fit in our opinion for the safe conveyance of dry and perishable cargoes to and from all parts of the world and eligible to be continued. A1 for 4 years. from 1875-6 mo.</u>				

The Amount of Entry Fee ... £ 5 : - : - received by me, A.S.  
Special ... £ 4 : 4 : 16<sup>th</sup> Sep. 1874  
Certificate (if required) ... £ 5 : - : -  
(Travelling Expenses, if any, £ 7)  
Committee's Minute 18<sup>th</sup> September 1874  
Character assigned Cow A1 for 4 yrs from June 1875  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
Thomas W Blagell  
1874





and cables ranged on deck for inspection;

The upper deck, comings, plank sheels, waterways, beams, stem, apron, hawse timbers, knightheads, sternpost, innerpost, transoms, floors, keelson, keel, treenails, bolts, kudder, windlass, and chain cable, inside and outside planking, and the sheer and general form of the vessel examined, and the whole found in a thorough good state of preservation.

The bottom recaulked from keel to metal line and the bottom resheathed with yellow metal over felt.

Thomas W Blayell  
 Senhouse Martindale