

Continuation Survey No. 1 in 1868 & No. 2 at the present time 34,550  
**REPORT of SURVEY for REPAIRS, &c.**

No. in Reg. Book. **No.** Survey held at **London** Date, first Survey **10 Feb 74** Last Survey **March 29 1875**  
on the **Bk Hartaway (Change of Rig)** Master **Perrie**  
TONNAGE under Tonnage Deck **732** Built at **London** When built **1852**  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop, or Raised Q. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage **866** Residence  
Crew Space, as per Rule  
Register Tonnage, cut on Beam **773** By whom built **Stephen** Destined Voyage  
Engine Room  
Reg. Tons as St' mer, cut on Bm.  
If Surveyed Afloat or in Dry Dock **Dry Dock**  
Length of Poop **32 1/2** ft. Ditto, Forecastle **35** ft. Ditto, Raised Quarter Deck  
Last Survey, No. **33205** Port **London** Classed **16A** 5 Years assigned. Character in Register Book. **7.73 Expired C.T.**

REPAIRS, OR EXAMINATION AS PER RULE

At the present time the vessel placed in Dry Dock the Yellow Metal stripped off, Scraped and rubbed bright from the light Mark upwards including Planksheers and Waterways, The hold cleared and proper Stages made inside and outside, all air courses, limbers and listings cleared or cut out. Two Planks in Topsides in Midships, and a plank in each bow and buttock on bothsides taken out, and the Main Deck removed from forward on bothsides right into the Prop. Treennails driven out in bottom (all yellow Metal bolts above) Lower Deck Beam Ends bored and tested. Binding Bolts also tested. Chain cables ranged on Deck and examined 300 fathoms in all Windlafs unhooked and examined.

P. J. O.

Present Condition of the					
Decks	New 4th Pitch Pine	Good	Treenails & Bolts	Good	Windlass and Capstan
Waterways		do	Breasthooks and Stemson	do	Pumps
Comings		do	Transoms, Pointers, and Crutches	do	Boats
Upper Deck Beams & Fastenings		do	Timbers of the Frame at the openings	do	Masts, Yards, &c. New Main
Lower Deck Beams & Fastenings		do	Ditto Ditto at other places	do	Condition, how ascertained enquiry & examination
Planksheers		do	Keelsons	do	Sails
Sheerstrakes		do	Clamps and Shelves	do	Anchors No. of 3 No. 12 & 14
Topsides		do	Ceiling	do	Cables Complete 300 fathoms
Wales		do	Rudder	do	Hawsers and Warps
Plank (Bottom) and Counter		do	Copper Metal on Deck When put on	do	Standing & Running Rigging
Engine Room Skylights		do	Caulking of	do	Cargo and Main Hatchways
Coal Bunker, Openings, Lids, &c.		do	Bottom, Deck, & Waterways	do	Hatches
General Observations, Opinion as to Class, &c.			Scuppers	do	

She is now in an efficient state of repair fit for the safe conveyance of dry & perishable cargoes to & from all parts of the world & in our opinion entitled to be continued 11 A1 from 1868 and marked HT 1875.

The Amount of Entry Fee ... £ 5 : 6 : 230<sup>th</sup> Mar 1875  
Special ... £ 6 : 6 :  
Certificate (if required) ... £ - : 5 :  
(Travelling Expenses, if any, £)  
Committee's Minute 30<sup>th</sup> March 1875

Lawrence Martindale  
Will. L. Davey  
Surveyor to Lloyd's Register of British and Foreign Shipping.



The Planks taken out of Topsides, Bows & Buttocks as required by the Rules replaced with East India Teak. New Main Deck of 4 in Pitch Pine fastened with galvanize Nails. Main & fore channel bolts new galvanize Iron.

Starboard side 3 Joisttimbers renewed with East India Teak. Portside 7 Joisttimbers & 1 Length of Plank Sheer & 1 Teak. Caulked from Keel to Waterways, also Main Deck. Her Sheer and general form is good and appears unaltered.

Yellow Metalled on felt to top of Masts

New Mizzen Mast

Mastlap New three years ago of East India Teak, split up the middle & a through Iron Spindle put in it.

Leithhouse Martindale

Wm<sup>th</sup> E. Davey