

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 365 on the *Barge "Scotland"* Survey held at *London* Date, first Survey *April 5<sup>th</sup>* Last Survey *May 10<sup>th</sup> 1875* Master *J. Chorman*

Official Number *365* Tonnage under Tonnage Deck *1865* Built at *Sunderland* When built *1865* Ditto of Spar Deck, or Awning Deck *3* Ditto of Poop, or Raised Qr. Dk. *5* Ditto of Houses on Deck *1* Owners *Brightman & Co* Port belonging to *London* Ditto of Forecastle *1* Gross Tonnage *1865* Residence *London* Crew Space, as per Rule *1* By whom built *Stonehouse* Destined Voyage *London* Register Tonnage, cut on Beam *1* Engine Room *1* Reg. Tons as St<sup>r</sup>mer, cut on Bm. *1* If Surveyed Afloat or in Dry Dock *Bull Head by Loch & Afloat*

Length of Poop *10* ft. Ditto, Forecastle *10* ft. Ditto, Raised Quarter Deck *10* ft. Years assigned. *10* Character in Register Book. *A.S.* Last Survey, No. *328214* Port *London, H.S. Cap. 71* Classed *10* *1. 73*

REPAIRS, OR EXAMINATION AS PER RULE *Section 5. Survey No 2 & Damage Repairs.*

*Yellow metal sheathing removed, bottom and keel examined, outside planking from light water mark up including plank sheers and waterways scraped or rubbed bright, hold cleared and stages made, all air courses and limbers cleared and new listings cut at ends, one plank removed in each bow and buttock, but the two planks above wales have not been removed the panel being now retreenailed; bolts driven out as per Rule, shake of deck next the waterway on each side removed, yellow metal bolts tested, Windlass unhung wood lining stripped off, chain cables ranged on deck for inspection, and all other requirements of the Rule Section 5. Survey No 2 Complied with.*

*Repairs Now Done: viz—*

Present Condition of the	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Decks	<i>—</i>	Breasthooks and Stemson	<i>—</i>	Pumps	<i>—</i>
Waterways	<i>—</i>	Transoms, Pointers, and Crutches	<i>—</i>	Boats	<i>—</i>
Comings	<i>—</i>	Timbers of the Frame at the openings	<i>—</i>	Masts, Yards, &c.	<i>—</i>
Upper Deck Beams & Fastenings	<i>—</i>	Ditto Ditto at other places	<i>—</i>	Condition, how ascertained	<i>Obt. from deck</i>
Lower Deck Beams & Fastenings	<i>—</i>	Keelsons	<i>—</i>	Sails	<i>Good</i>
Plank sheers	<i>—</i>	Clamps and Shelves	<i>—</i>	Anchors No. of	<i>3 No 18th 2/4th</i>
Sheerstrakes	<i>—</i>	Ceiling	<i>—</i>	Cables	<i>210 fathoms Good</i>
Topsides	<i>—</i>	Rudder	<i>—</i>	Hawsers and Warps	<i>and</i>
Wales	<i>—</i>	Copper <i>Y. B. F.</i> When put on	<i>now</i>	Standing & Running Rigging	<i>sufficient</i>
Plank (Bottom) and Counter	<i>—</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways	<i>Good</i>
Engine Room Skylights	<i>—</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>—</i>	Scuppers	<i>—</i>		

General Observations, Opinion as to Class, &c. *This vessel is now in good and efficient condition and eligible to be continued A.S. for 7 years from May 1875.*

The Amount of Entry Fee ... £ 4 : 0 : 0 received by me, *Thos W Blaxell*  
 12 5 7<sup>5</sup> Special ... £ 5 : 5 : 0  
 Certificate (if required) ... £ 5 : 0 : 0  
 (Travelling Expenses, if any, £ ...)

Committee's Minute *14<sup>th</sup> May 1875*

Character assigned *Cent A*

Surveyor to Lloyd's Register of British and Foreign Shipping.



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the outside planks where removed for survey and three defective topside planks renewed of Baltic Oak; 22 roughstee stanchions new of English Oak and Greenheart two lengths covering board of Battic Oak. main sail of Oak and Pitch Pine Pin rail of American Elm, retreened from gunwale to upper turn of bidge with stringy board added 3 pair of standard riders between decks and one Iron breasthook forward fastened with yellow metal and galvanized Iron through bolts to compensate for damage a number of knee and rider bolts renewed of yellow metal stake of deck next the waterway and several shifts of deck in way of house new of Pitch Pine fore channels rebatted, fore topmast and lower foretop sail new of Pitch Pine; recaulked from keel up and including four seams of deck on each side and the bottom coated with yellow metal over feet as before.

The remaining part of the vessel examined and found good.

Thomas H. Blafell  
Wm<sup>th</sup> C. Davey



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