

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No.** 483 on the **Barge "Durban"** Survey held at **London** Date, first Survey **24th May** Last Survey **14th June 1875** Master **W. N. Newton**

TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'mer, cut on Bm.

Built at **London** When built **1870** B.
 Owners **Bullard & Co.** Port belonging to **London**
 Residence
 By whom built **Salisbury** Destined Voyage **Port Natal**
 If Surveyed Afloat or in Dry Dock - **In dry dock and afloat.**

Length of Poop **44.0** ft. Ditto, Forecastle **12.0** ft. Ditto, Raised Quarter Deck **7** ft.
 Last Survey, No. **32658** Port **London** Classed **10 A.1.**
 (sailed) 10.72

REPAIRS, OR EXAMINATION AS PER RULE **for Half Time**

The ship placed on blocks in dry dock, the yellow metal sheathing stripped off and the bottom rubbed bright, the timbers and all air courses cleared, the outside planking scraped bright where directed, bolts and treenails driven out as per Rule, the windlass unhooked and its linings stripped and the cables ranged on deck - The state of the salting throughout the ship was examined and found satisfactory with the exception of the salting at the end of the keelson which ^{now been} recased and salted, the beams of weather deck being part of 9 years material and not salted a long shift of deck

Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Ditto	—	Breasthooks and Stemson	—	Pumps	2 No.
Ditto	—	Transoms, Pointers, and Crutches	—	Boats	3 — (one as Life)
Ditto Beams & Fastenings	—	Timbers of the Frame at the openings	—	Masts, Yards, &c.	—
Gros. Beams & Fastenings	—	Ditto Ditto at other places	—	Condition, how ascertained	Examined
Crew	—	Keelsons	—	Sails	2 suits Good
Regu	—	Clamps and Shelves	—	Anchors	No. of 3 B. 1 S. 2 K —
E.	—	Ceiling	—	Cables	210 fms. —
	—	Rudder	Good and efficient	Hawsers and Warps	Sufficient —
	—	Caulking of	—	Standing & Running Rigging	—
Bottom) and Counter	—	Bottom, Deck, & Waterways	Good		

Engine Room Skylights ☒ Coal Bunker, Openings, Lids, &c. ☒ Scuppers **Good** Cargo and Main Hatchways **Good** Hatches **Good**
 General Observations, Opinion as to Class, &c.

This vessel being in good condition and the Half Time Survey requirements set^{ts} 34 & 37 having been complied with, I am of opinion she is eligible to continue as classed and marked **H.T. Lon 75.**

The Amount of Entry Fee ... £ : : received by me, **Thos. Dinnette**
 Special ... £ 3 : 3 : 21. 6. 1875
 Certificate (if required) ... £ : :
 (Travelling Expenses, if any, £)
 Committee's Minute **22nd June 1875**
 Character assigned **10A**
TRM **HT 75**
June 76



34452 Lon

deck plank was removed on the port side abreast of the main hatch, also another forward on the starboard side to ascertain their condition which on examination was found satisfactory. The removed deck planks were renewed with pitch pine, repainted all the iron work in hold, renewed the fore yard with pitch pine recaulked from keel to covering board and the seams of the thick and thin waterways resheathed with yellow metal on felt.

J. H. S. Innette



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