

# REPORT of SURVEY for REPAIRS, &c.

(Recd 30.9.75)

No. in Reg. Book. **No.** 533 on the *Barge "Prince Alfred"* Master *J. Sim.*  
 Survey held at *London* Date, first Survey *13<sup>th</sup> Sept* Last Survey *28<sup>th</sup> Sept* 1875  
 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<sup>r</sup>mer, cut on Bm.  
 Built at *Aberdeen* When built *1862* 2  
 Owners *J. T. Rennie* Port belonging to *London*  
 Residence  
 By whom built *Luthie* Destined Voyage  
 If Surveyed Afloat or in Dry Dock *Upper Globe by Lock*

Length of Poop — ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck *51-6<sup>1</sup>/<sub>2</sub>* ft. Years assigned. *9* Character in Register Book. *A 1*  
 Last Survey, No. *323* Port *London* Cont<sup>r</sup> for *71* 6 4-72

REPAIRS, OR EXAMINATION AS PER RULE *Half Time Survey &c.*  
*Yellow metal sheathing removed bottom and keel examined, hold cleared and staves made limbers cleared and new listings cut at ends, outside planking scraped bright in sections, treenails and bolts driven out as per Rule, windlass unhung wood lining stripped off and cables ranged on deck.*  
*Repairs-5 defective timbers and 4 chocks in lower hold forward taken out and renewed with English Oak Ceiling in way of same Pitch Pine. The whole of the lodging knee bolts taken out and renewed with bolts a size larger, recaulked from keel to metal line and the bottom sheathed with yellow metal over felt.*

Present Condition of the					
Decks	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	—	Breasthooks and Stenson	—	Pumps	—
Comings	—	Transoms, Pointers, and Crutches	—	Boats	—
Upper Deck Beams & Fastenings	—	Timbers of the Frame at the openings	—	Masts, Yards, &c.	—
Lower Deck Beams & Fastenings	—	Ditto Ditto at other places	—	Condition, how ascertained	<i>Obt<sup>r</sup> Sect<sup>r</sup></i>
Planksheers	—	Keelsons	—	Sails	<i>Good</i>
Sheerstrakes	—	Clamps and Shelves	—	Anchors No. of	<i>313<sup>1</sup>/<sub>2</sub> 15<sup>1</sup>/<sub>2</sub> 21<sup>1</sup>/<sub>2</sub></i>
Topsides	—	Ceiling	—	Cables	<i>240 fath<sup>s</sup> Good</i>
Wales	—	Rudder	—	Hawsers and Warps	<i>and</i>
Plank (Bottom) and Counter	—	Copper <i>Y.M. &amp;</i> When put on <i>now</i>	—	Standing & Running Rigging	<i>sufficient</i>
Engine Room Skylights	—	Caulking of	—	Cargo and Main Hatchways	<i>Good</i>
General Observations, Opinion as to Class, &c.	<i>Coal Bunker, Openings, Lids, &amp;c. — Scuppers <i>Good</i> Hatches <i>Good</i></i>				

*This vessel is now in good and efficient condition and in our opinion eligible to remain as classed *Reg. Cont<sup>r</sup> A 1* for 6 yrs and to be marked *H.S. 1875*.*

*Will<sup>ts</sup> C. Ravey*  
*J W B Lascelles*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

The Amount of Entry Fee ... £ 10 : 7 received by me, *8/10/75*  
 Special ... £ 4 : 4  
 Certificate (if required) ... £ 5 : —

(Travelling Expenses, if any, £ )  
 Committee's Minute *12<sup>th</sup> October* 1875.

Character assigned *Good*  
*Exp<sup>t</sup> 75 M<sup>o</sup> 75 H<sup>o</sup> 75*



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