

REPORT of SURVEY for REPAIRS, &c.

35538
Recd 16-6-76

No. in Reg. Book. **No.** 567 on the *Huntly Castle* Barque. Survey held at *London* Date, first Survey *5 April/76* Last Survey *22 May 1876* Master *J. Hughan*

TONNAGE under Tonnage Deck *589*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *623*
Crew Space, as per Rule
Register Tonnage, cut on Beam *623*
Engine Room
Reg. Tons as St' mer, cut on Bm.
Built at *Glasgow* When built *1866*
Owners *J. Skinner* Port belonging to *Glasgow*
Residence
By whom built *Connell* Destined Voyage *Cape of Good Hope*
If Surveyed Afloat or in Dry Dock *Christchurch Patent Slip*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *14* Character in Register Book. *A.1*
Last Survey, No. *24544* Port *Liverpool* S.S. Cl. *71* *3.75.*

REPAIRS, OR EXAMINATION AS PER RULE *S.S. No 2*

Vessel placed on the Patent Slip - yellow metal stripped - keel and bottom examined - bottom & topsides recaulked - bottom resheathed with yellow metal over felt. The timbers & whole of ceiling taken up - chain cables ranged & cleaned - 270 fathoms - The windlass was unhung and its wood linings stripped in March 1875 at Liverpool - see report of survey.

It has been found necessary to replace or repair the following on account of deterioration - viz: -

The keel and garboard iron bolts, the topside iron fastenings, the floor plates, frames and reverse frames below Lower Deck at bow, plates of bilge strake forward.

The whole of the iron fastenings in keel, garboard strakes

and *P.T.O*

Present Condition of the					
Decks	<i>good</i>	Freenails	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>d°</i>	Bolts	<i>d°</i>	Pumps	<i>d°</i>
Comings	<i>d°</i>	Breasthooks and Stemson	<i>d°</i>	Boats	<i>d°</i>
Upper Deck Beams & Fastenings	<i>d°</i>	Transoms, Pointers, and Crutches	<i>d°</i>	Masts, Yards, &c.	<i>d°</i>
Lower Deck Beams & Fastenings	<i>d°</i>	Timbers of the Frame at the openings	<i>d°</i>	Condition, how ascertained	<i>principal part on deck</i>
Planksheers	<i>d°</i>	Ditto Ditto at other places	<i>d°</i>	Sails	<i>good</i>
Sheerstrakes	<i>d°</i>	Keelsons	<i>d°</i>	Anchors No. of	<i>3 B. 1 P. 2 H.</i>
Topsides	<i>d°</i>	Clamps and Shelves	<i>d°</i>	Cables	<i>good</i>
Wales	<i>d°</i>	Ceiling	<i>d°</i>	Hawsers and Warps	<i>good</i>
Plank (Bottom) and Counter	<i>d°</i>	Rudder	<i>d°</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights		Copper <i>Y.M. good</i> When put on <i>now</i>			
Coal Bunker, Openings, Lids, &c.		Caulking of			
Scuppers	<i>good</i>	Bottom, Deck, & Waterways	<i>good</i>		
Cargo and Main Hatchways	<i>good</i>				
Hatches	<i>d°</i>				

General Observations, Opinion as to Class, &c.

The vessel is in good and efficient Condition and fit in our opinion to remain as classed and to be marked in the Register Book *S.S. No 2 - 76.*

The Amount of Entry Fee ... £ *2* : : received by me, }
Special ... £ *5* : *5* : *23 June 1876*
Certificate (if required) ... £ : *5* :
(Travelling Expenses, if any, £)

Committee's Minute *23rd June 1876*

Character assigned *NA*

recorded as per S.S. No 2 - 76


JBW

Wm. C. Davers
Geo. J. Richard
L. A. Lumsden
Surveyor to Lloyd's Register of British and Foreign Shipping.



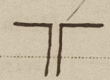
and in topside planking to the height of the upper deck stringer have been replaced with yellow metal bolts — those in the keel are nut and screw bolts $1\frac{3}{8}$ " diameter and in the topsides $\frac{15}{16}$ ".

The floor plates from the fore mast to the mizen mast have been doubled — 13 floors on the fore side of the fore mast and about 9 floors abaft the mizen mast have been replaced with new. — to get the extreme after floors in place a length of middle line keelson was taken up and afterwards replaced.

The doubling plates to floors are 6 ft. long and $\frac{1}{2}$ " thick amidships — towards the fore and mizen masts they are $\frac{7}{16}$ " thick — they lap over ~~over~~ the frame angle iron as shown in annexed fig.  section of floor plate — the iron in way of doubling with rivets passing through floor, frame angle iron and the doubling plate.

Portions of 15 frames and 5 reverse bars at starboard bow and of 14 frames and 4 reverse bars port bow have been replaced with new — the new parts are well shifted and efficiently strapped.

41 feet starboard side and 38 feet port side of plating in bilge strake at bow replaced with new — to replace the plates a few planks ^{viz: 4 on each side} were unfastened and taken off and afterwards re-fastened in place.

At the bow in hold 2 iron beams and an iron breasthook have been worked to prevent panting — each beam consists of 2 angle irons  5" x 5" x $\frac{9}{16}$ " back to back — connected to the side by a vertical knee plate and horizontal bracket plates.

The cement has been renewed all fore & aft. Formerly the whole of ceiling in hold and Tween decks was close — now the ceiling is close ~~only~~ to the height of side stringer in hold — above which it is batten & space.

The mizen mast, the fore and mizen topmasts and the spanker boom are new —

The sails to mizen mast are new — The rig of the vessel having been changed from that of a ship to that of a barque.

The following new hawsers have been supplied viz: — 90 fathoms 7" ^(Hempen) 90 fathoms 5" ^(Hempen) and 90 fathoms 3½" steel wire rope — in addition there were 70 fathoms of 7" ^(Hempen) rope already on board — and the above ground tackle has been approved by the Committee ^(see letter) 15th June 1876.