

# REPORT of SURVEY for REPAIRS, &c.

36,238

No. in Reg. Book. **No.** 962 on the *Barque "Amie Braginton"* Master *C. Smith* Survey held at *London* Date, first Survey *3 April* Last Survey *26 May* 18*77*

TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop  
Ditto of 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 *Shields* When built *1860*  
Owners *W. Smith* Port belonging to *Alloo*  
Residence *Weymouth (Dorset)*  
By whom built *Metcalf* Destined Voyage  
If Surveyed Afloat or in Dry Dock *lined in dry dock*

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.  
Last Survey, No. *193* Port *Rotterdam* Classed *14 Sep 974*  
*Est 74-974*

## REPAIRS, OR EXAMINATION AS PER RULE

*Yellow Metal stripped off. Bottom dubbed down.  
Fifty three toptimbers, and forty six ditto on Port side  
renewed with Eng Oak, and a few Teak and Greenheart.  
The Sheerstrake and two strakes of topsides (after ends excepted)  
renewed with Teak. The Plank sheers renewed from raised  
quarter deck to Catheads on both sides. Three lengths of  
Waterway on St<sup>d</sup> side and three lengths of ditto on Port side  
new of Teak. Twelve Stations and 21 filling timbers on St<sup>d</sup>  
side, and 14 stations & 23 filling timbers on Port side  
new of Eng Oak. Lower deck Beams scarphed on St<sup>d</sup> side  
and three ditto on the Port side with Eng Oak & Teak.  
A large Anchor stock piece fitted into the fore part of Keelson  
and 45 feet of Rides Keelson new Teak & Greenheart  
P.T.C.*

Present Condition of the  
Decks  
Waterways  
Comings  
Upper Deck Beams & Fastenings  
Lower Deck Beams & Fastenings  
Plank sheers  
Sheerstrakes  
Topsides  
Wales  
Plank (Bottom) and Counter  
Engine Room Skylights  
Coal Bunker, Openings, Lids, &c.  
General Observations, Opinion as to Class, &c.

Treenails  
Breasthooks and Stemson  
Transoms, Pointers, and Crutches  
Timbers of the Frame at the openings  
Ditto Ditto at other places  
Keelsons  
Clamps and Shelves  
Ceiling  
Rudder  
Copper When put on  
Caulking of  
Bottom, Deck, & Waterways  
Scuppers

Windlass and Capstan  
Pumps  
Boats  
Masts, Yards, &c.  
Condition, how ascertained  
Sails  
Anchors No. of  
Cables  
Hawsers and Warps  
Standing & Running Rigging  
Cargo and Main Hatchways  
Hatches

*Good*  
*Good*  
*Complete*

*This Vessel appears now in good Condition  
and eligible to remain as classed.*

The Amount of Entry Fee ... £ 1 : : : received by me, }  
*28/5/77* Special ... £ 5 : 5 : : *29 May 1877* }  
Certificate (if required) ... £ : 5 : :  
(Travelling Expenses, if any, £ )  
Committee's Minute  
Character assigned  
*Cour 9 A*  
*29th May, 1877.*  
*Thos Congdon*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
Lloyd's Register Foundation  
LON662-0156



respectively. Two Hold Beams clamped with Iron Bands. Six pairs of Iron Riders  $4 \times 2 \frac{1}{2}$  ft fitted, and extending from deck Clamps down to 13 feet with 15 through bolts in each, as compensation for the shifts of new top timbers being in some cases not equal to the original. Retreenailed from gunwale downwards 26 strakes with Stringy Board. House pipes new, and other smaller repairs. Caulked from Keel gunwale and a part of the deck. Reinstalled our felt as before.

The fore and main masts, main topmast and topgallant mast. Two Topsail Yards and Spanker Boom all new. The upper and lower rigging and stays new. Wire. Several sails new.

This Vessel was placed into dry dock for the purpose of stripping, Caulking & Reinstalling, only. On examination inside, the fore part of Keelson, the ends of a great many Treennails and part of deck Waterways were found very defective. Having subsequently had several treennails driven out for further examination, they were not only found in bad condition, but topside planks and sheerostrake also, the removal of which, exposed defective timbers &c., and with the other defects named, led to the repairs enumerated in the Report.

J. H. Congdon

The renewal of masts, rigging &c. the owner had arranged for, prior to the vessel going into dry dock.

J. C.