

REPORT of SURVEY for REPAIRS, &c.

36,955
(Recd 13. 2. 78)

No. in Reg. Book. **No.** 363 on the *BK Flying Spur* Survey held at *London* Date, first Survey *Jan 1st* Last Survey *Feb 6th* 1878
Master *G. Crook*

TONNAGE under Tonnage Deck <i>679</i>	Built at <i>Aberdeen</i>	When built <i>1860</i>	YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck	Owners <i>Robertson & Co</i>	Port belonging to <i>London</i>	
Ditto of Poop	Residence		
Ditto of Raised Qr. Dk	By whom built <i>Hall</i>	Destined Voyage	
Ditto of Houses on Deck	If Surveyed Afloat or in Dry Dock <i>Cargo & Sunnapair</i>		
Ditto of Forecastle			
Gross Tonnage <i>735</i>			
Crew Space, as per Rule			
Register Tonnage, cut on Beam <i>735</i>			
Engine Room			
Reg. Tons as St mer, cut on Bm.			

Length of Poop *43* ft. Ditto, Forecastle *43* ft. Ditto, Raised Quarter Deck *48* ft. Years assigned. *15A 9-76* Character in Register Book. *Cont London 7.5.76*

Last Survey, No. *54616* Port *London* Classed *15A 9-76*

REPAIRS, OR EXAMINATION AS PER RULE

*at present the Yellow Metal stripped off
caulked from the keel to topside & Reyellow Metalled
on feet to load line.*

*She had no Kedge anchors when in Graving & I recommended
them to be supplied & have been several times at the ship when loading & then
received the attached Note stating they would be on board last Tuesday 5th inst
and I went on the following day they were not there & when I paid
another visit she had sailed & no notice given me. But berthmaster sent
me viz 1st Kedge anchor 4-1-21 Tested to 6-16-10 River Wear Commission Testing Machine -
1st 0-0 stock*

Dated 16 Mar 1877 Signed John Hartnup.

*2nd Kedge do 2-1-7 Tested to 6-16-10 Same Machine as above Dated Feb 2-1878
2nd 7 stock Signed J Hartnup*

Present Condition of the

<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan
<i>Good</i>	Breasthooks and Stenson	<i>Good</i>	Pumps
<i>Good</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats
<i>Good</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.
<i>Good</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained
<i>Good</i>	Keelsons	<i>Good</i>	Sails
<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of 3 As St Kedge
<i>Good</i>	Ceiling	<i>Good</i>	Cables
<i>Good</i>	Rudder	<i>Good</i>	Hawsers and Warps
<i>Good</i>	Copper & Metal When put on	<i>Good</i>	Standing & Running Rigging
<i>Good</i>	Caulking of	<i>Good</i>	Cargo and Main Hatchways
<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>	Hatches
<i>Good</i>	Room Skylights	<i>Good</i>	
<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	
<i>Good</i>	Scuppers	<i>Good</i>	

General Observations, Opinion as to Class, &c.

*She is now in good condition and having seen
the parties who sold the above named Kedge anchors,
I respectfully recommend her to remain as classed*

The Amount of Entry Fee ... £ 2 : 2 : received by me, *14th 1878*
Certificate (if required) ... £ 5 :
(Travelling Expenses, if any, £)

Committee's Minute

15th February, 1878,

Character assigned

*Cont 5A
DW*

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



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Foundation

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