

REPORT of SURVEY for REPAIRS, &c.

No. *342* on the *Bk. "Berwickshire"* Master *W. Nott*
 No. in Reg. Book. *342* Survey held at *London* Date, first Survey *14 Mar* Last Survey *20 Mar 1878*
 Tonnage under Tonnage Deck *492* Built at *Sunderland* When built *1870*
 Ditto of Spar Deck, or Awning Deck *533* Owners *G. Traill & Sons* Port belonging to *London*
 Ditto of Poop *533* Residence *Pickersgill*
 Ditto of Raised Qr. Dk. *533* By whom built *Pickersgill* Destined Voyage *Bullhead Dry Dock*
 Ditto of Houses on Deck *533* If Surveyed Afloat or in Dry Dock *Bullhead Dry Dock*
 Ditto of Forecastle *533*
 Gross Tonnage *533*
 Crew Space, as per Rule *533*
 Register Tonnage, cut on Beam *533*
 Engine Room *533*
 Reg. Tons as St mer, cut on Bm. *533*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *12* Character in Register Book. *A.1.*
 Last Survey, No. *35922* Port *London* H.T. Lon *77* *1.77*

REPAIRS, OR EXAMINATION AS PER RULE

Repairs owing to Damage.

Vessel placed in dry dock, metal sheathing stripped, bottom caulked from keel to gunwale, resheathed with yellow metal on felt.

Many of throat and other bolts in the hold knee Riders and in the hanging & lodging knees were found broken or started, these bolts, about 150, have been driven out and renewed.

This vessel, when examined, had a little Ballast in the hold. Timbers right fore & aft were raised and timbers found in good condition.

Present Condition of the

Decks <i>good</i>	Treenails <i>where seen good</i>	Windlass and Capstan <i>good</i>
Waterways <i>do</i>	Breasthooks and Stemson <i>do</i>	Pumps <i>2 do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>3 do</i>
Upper Deck Beams & Fastenings <i>do</i>	Timbers of the Frame at the openings <i>do</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Ditto Ditto at other places <i>do</i>	Condition, how ascertained <i>from Sk</i>
Planksheers <i>do</i>	Keelsons <i>do</i>	Sails <i>well found</i>
Sheerstrakes <i>do</i>	Clamps and Shelves <i>do</i>	Anchors No. of <i>3BD 1SX 2K</i>
Topsides <i>do</i>	Ceiling <i>do</i>	Cables <i>complete</i>
Wales <i>do</i>	Rudder <i>good</i>	Hawsers and Warps <i>good & sufft</i>
Plank (Bottom) and Counter <i>do</i>	<i>When put on</i> <i>now</i>	Standing & Running Rigging <i>good</i>
Engine Room Skylights <i>—</i>	Caulking of <i>good</i>	Cargo and Main Hatchways <i>good</i>
Coal Bunker, Openings, Lids, &c. <i>—</i>	Bottom, Deck, & Waterways <i>good</i>	Hatches <i>do</i>
Scuppers <i>good</i>		

General Observations, Opinion as to Class, &c.

This vessel is now in a good and efficient condition and eligible in our opinion to remain as classed

The Amount of Entry Fee ... £ *2 : 2 : 0* received by me, *30 Mar 1878*
 Special ... £ *2 : 2 : 0*
 Certificate (if required) ... £ *5 :*
 (Travelling Expenses, if any, £ *—*)

Committee's Minute *29th March, 1878*

Character assigned *12 A 1*

J. Bodd
J. Congdon
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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