

# REPORT of SURVEY for REPAIRS, &c.

No. *258* on the *Bk. Whiteadder* Master *J. M. White*  
 No. in Reg. Book. *258* Survey held at *London* Date, first Survey *20<sup>th</sup> Feb* Last Survey *24<sup>th</sup> April 1879*  
 TONNAGE under Tonnage Deck *845* Built at *London* When built *1862*  
 Ditto of Spar Deck, or Avoing Deck  
 Ditto of Poop  
 Raised Qr. Dk.  
 Touses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *915* Owners *J. Willis & Son* Port belonging to *London*  
 Crew Space, as per Rule  
 Tonnage, cut on Beam *915* By whom built *Bilbe* Destined Voyage *Shanghai*  
 Rea. Tons as St<sup>r</sup>mer, cut on Bm.  
 If Surveyed Afloat or in Dry Dock *In Canal Dry Dock and Afloat*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *12* Character in Register Book. *A.1.*  
 Last Survey, No. *36173* Port *London* Cont. *Lon June 74-8 5.77*

REPAIRS, OR EXAMINATION AS PER RULE *As per rule, Half Time Sec. 34.*

This vessel has been placed in dry dock, yellow metal sheathing stripped off bottom, hung in shores all fore & aft, and caulked from keel to gunwale, then resheathed with yellow metal on felt. The hold cleared and all timbers and air courses lifted; the outside planking scraped bright in places and bolts & treenails driven out as per Rule; the windlass unhung and sufficiently stripped for examination; an additional hoop has now <sup>been</sup> fitted on the starboard end; the Cables ranged in on deck and 285 fathoms found in good condition; and all other requirements of the Rules complied with.  
 One length of Ceiling forward on each side has now been

Pres Condition of the			
Decks	<i>good</i>	Treenails	<i>good</i>
Waterways	<i>do</i>	Breasthooks and Stemson	<i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>
U Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>
Loi Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>
Plansheers	<i>good</i>	Keelsons	<i>do</i>
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>do</i>
Topsides	<i>do</i>	Ceiling	<i>do</i>
Wales	<i>do</i>	Rudder	<i>do</i>
(Bottom) and Counter	<i>do</i>	<i>When put on 1879</i>	
Room Skylights	<i>—</i>	Caulking of	
Coal Bunker, Openings, Lids, &c.	<i>—</i>	Bottom, Deck, & Waterways	<i>good</i>
Scuppers	<i>do</i>	Standing & Running Rigginy	<i>good</i>
Cargo and Main Hatchways	<i>good</i>	Hatches	<i>good</i>

Observations, Opinion as to Class, &c. *This vessel is now in a good condition, and having undergone the requirements of the Half Time Survey Sec 34, we are of opinion that she is eligible to remain as classed and that H. T. Lon 79 be recorded in the Register Book.*

The Amount of Entry Fee ... £ *4* : *4* : *0* received by me, *J. Dodd*  
 Certificate (if required) ... £ : :  
 (Travelling Expenses, if any, £ )

Committee's Minute *29th April, 1879*

Character assigned *Good PA*

*J. Dodd*  
*Thos Cogdore*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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renewed with P. Pine. <sup>1 pair of</sup> Two pointers of P. Pine have been fitted forward with English Oak breasthooks connecting them, and two iron diagonal riders have been fitted <sup>as compensation for two slightly defective timbers in after Cants</sup> aft; 12 ft of covering board on fore-castle on star-side renewed with Eng. Oak; Cathead renewed on port side.

The rig of the vessel has now been changed from ship to barque, the Mizzen Mast and Mizzen Topmast being renewed with Vancouver.

The Main Mast has also been replaced, an iron mast being used: - Length 78 ft. Diameter at heel, partners & rounds being  $26\frac{1}{2}$  ins, and at the head  $19\frac{1}{2}$  ins, plates  $7/16$  thick and there are 4 angle irons running through the mast  $4 \times 3 \times 7/16$ , the Butts of the plating are doubled & rivetted throughout, the plating not doubled in way of wedging, the four angle irons being considered sufficient compensation.

We are informed that the poop deck was renewed in Calcutta in August 1877.

J. H. Dodd  
J. H. Congdon