

REPORT of SURVEY for REPAIRS, &c.

No. 249 on the BK Fitzroy 38197.
 Survey held at London Date, first Survey 4 April 79 Last Survey 13 June 1879
 Reg. Book. 579 Master G. Bush
 TONNAGE under Tonnage Deck 579 YEAR. MONTH.
 Ditto of Spar Deck, or Awning Deck 579
 Ditto of Poop 579 Built at Sunderland When built 1863 9
 Ditto of Raised Qr. Dk. 579 Owners J. Wilson Port belonging to London
 Ditto of Houses on Deck 579 Residence General
 Ditto of Forecastle 579 By whom built General Destined Voyage Swan River
 Gross Tonnage 579 If Surveyed Afloat or in Dry Dock Prince's Dry Dock
 Crew Space, as per Rule 579
 Register Tonnage, cut on Beam 579
 Engine Room 579
 Reg. Tons as St' mer, cut on Bm. 579

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 15 Character in Register Book. Δ 1
 Last Survey, No. 34/143 Port London S.S. Lon. 74 HT. Lon. 74 S. 76
 REPAIRS, OR EXAMINATION AS PER RULE for Continuation Expired

Vessel placed in dry dock and her yellow metal sheathing stripped off. The hold cleared and proper staves made both on the inside and outside. All the outside planking from the light water mark upwards, including plank sheers and waterways, brightened. The floors of this vessel being of wood and the hold close ceiled as high as the floor heads, only, (all the other close ceiling having been removed at the last survey on the vessel) a 4ⁱⁿ listing has been cut in the close ceiling right fore and aft, and in addition two strakes of ceiling have been lifted in the way of the bilge plates. The timbers lifted on both sides right fore and aft. A plank of bottom removed on each side, amidships, in way of bilge plate, and an additional plank of each topside in way of the iron sheerstrake. Windlass ^{stripped and} unhooked, chain cables raised on deck and spars examined from aloft. Twelve yellow metal bolts driven out on each side as per Rule P.T.O.

Present Condition of the Deck <u>new.</u>	<u>Good</u>	Freenails Bolts <u>Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>Good</u>	<u>Good</u>	Breasthooks and Stemson <u>Good</u>	Pumps <u>Good</u>
Comings <u>Good</u>	<u>Good</u>	Transoms, Pointers, and Crutches <u>Good</u>	Boats <u>Good</u>
Upper Deck Beams & Fastenings <u>Good</u>	<u>Good</u>	Timbers of the Frame at the openings <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings <u>Good</u>	<u>Good</u>	Ditto Ditto at other places <u>Good</u>	Condition, how ascertained <u>Aloft</u>
Plank sheers <u>Good</u>	<u>Good</u>	Keelsons <u>Good</u>	Sails <u>Good</u>
Sheerstrakes <u>Good</u>	<u>Good</u>	Clamps and Shelves <u>Good</u>	Anchors No. of <u>3 B 18 2 K</u>
Topsides <u>Good</u>	<u>Good</u>	Ceiling <u>Good</u>	Cables <u>275 Fathoms</u> <u>Good</u>
Wales <u>Good</u>	<u>Good</u>	Rudder <u>Good</u>	Hawsers and Warps <u>Good</u>
Plank (Bottom) and Counter <u>Good</u>	<u>Good</u>	Copper Yellow & When put on <u>new</u>	Standing & Running Rigging <u>Good</u>
	<u>Good</u>	Caulking of <u>Good</u>	
Engine Room Skylights <u>Good</u>	<u>Good</u>	Bottom, Deck, & Waterways <u>Good</u>	
Coal Bunker, Openings, Lids, &c. <u>Good</u>	<u>Good</u>	Scuppers <u>Good</u>	Cargo and Main Hatchways <u>Good</u>
Hatches <u>Good</u>	<u>Good</u>		

General Observations, Opinion as to Class, &c. She is now in a good and efficient condition and the Rule for Continuation having been complied with she is eligible in our opinion to be classed Δ 1 for 10 years from the present time.

The Amount of Entry Fee ... £ 5 : : : received by me, }
 14/6/79 Special ... £ 6 : 6 : : 18 }
 Certificate (if required) ... £ : : :
 (Travelling Expenses, if any, £)
 Committee's Minute 17th June, 1879
 Character assigned Δ 1 for 10 years from 1879
 Surveyor to Lloyd's Register of British and Foreign Shipping.
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 LON663-0403

38197 for

Repairs how done. On the port bow. 8 frames renewed in lengths of from 10 to 12 feet. on the Starboard side 3 frames renewed to about the same lengths. 2 stringers fitted in bow - each of double angles - $3 \times 2\frac{1}{2} \times \frac{3}{8}$ - 16 ft in lengths with the breasthook plates at fore end - 5 angle iron panting beams fitted across over keelson - each of $3 \times 2\frac{1}{2} \times \frac{3}{8}$ angle irons. One beam joining upper stringer of 6" built plate and double $3 \times 2\frac{1}{2} \times \frac{3}{8}$ angles.

Planks of topside renewed according to Rule and one additional plank on Port side renewed with E. Plank Planks of bottom renewed by Rule. renewed with Am Elm. Ceiling planks renewed, renewed with P Pine. Main deck renewed with 3" Pine from right forward to its shifts within the Poop.

Foretopmast renewed with P Pine - Windlass renewed with L. I. Sea Vessel caulked over all and re-sheathed with Yellow Metab one felt to the same height as before.

Main rigger renewed

J. Pearce
Wm. B. Dacey



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