

REPORT of SURVEY for REPAIRS, &c.

No. 38245 (Received at London Office, 27.7.79)

No. in Survey held at London Date, first Survey 12th June Last Survey 30th June 1879

Reg. Book. 89 on the Bⁿ "Dartmouth" Master not known

TONNAGE under Tonnage Deck 839

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 978

Crew Space, as per Rule

Register Tonnage, cut on Beam 915

Engine Room

Reg. Tons as St^rmer, cut on Bm.

Built at Dundee When built 1859 - 7

Owners Merchant Shipping Co. (L^{td}) Port belonging to London

Residence

By whom built Stephen Destined Voyage as fixed

If Surveyed Afloat or in Dry Dock equal Dry Dock

Length of Poop 53 ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck — ft.

Last Survey, No. 34134 Port London Classed 15 A.1.

REPAIRS, OR EXAMINATION AS PER RULE for Improved Class 6 Cont^d Lon. June 75 - 10 4.78

Cause of Repairs to be clearly stated.

The vessel placed in dry dock and the bottom sighted; metal sheathing patched where required. —
 New iron breasthook fitted over one found broken.
 A new main yard has been supplied, and seen by us, but for the reasons given in the accompanying letter the Owners desire to defer placing the same on board the vessel until her outward voyage is fixed.
 The Owners have made application for an improved class under the recently amended Rules, and the vessel has been examined as far as practicable with this view, and the materials of her construction are as stated on the other side.

Surveyed with ballast amidships to upper part of bilges, and dunnage all over the remainder of the hold.

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks		Breasthooks and Stemson	Good	Pumps	Good
Waterways	Good	Transoms, Pointers, and Crutches	Good	Boats (4 No.)	Good
Comings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Good
Upper Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained from Deck & Enquiry	
Lower Deck Beams & Fastenings	Good	Keelsons	Good	Sails	Well found
Planksheers	Good	Clamps and Shelves	Good	Anchors No. of	3B, 1.5, 2A.
Sheerstrakes	Good	Ceiling	Good	Cables	Complete
Topsides	Good	Rudder	Good	Hawsers and Warps	Good and sufficient
Wales	Good	Copper (or Y.M.) on felt When put on	1878	Standing & Running Rigginy	Good
Plank (Bottom) and Counter	Good	Caulking of Bottom, Deck, & Waterways	Good	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Hatches	Good
General Observations, Opinion as to Class, &c.	This vessel is now in good and efficient condition.				

and in view of the large proportion of Teak - 16 years material, used in her construction, it is respectfully submitted that the Owners' application may receive the favorable consideration of the Committee with a view to the vessel being raised to the 16 A.1 class, under the Mixed Material Rule, namely 12 years under Table A, and Cont^d for 11 years from June 1876. —

12 & 16 yrs. mat. 16 A.1.

The Amount of Entry Fee ... £ 5 : 5 : 0 received by me, 18

Special ... £ 5 : 5 : 0

Certificate (if required) to be sent as per margin... £ —

(Travelling Expenses, if any, £ —)

Committee's Minute 10th July 1879

Character assigned Raised to 16 A.1.

12 & 16 yrs. mat. Cont A.1 for 11 years from June 1876

Thos. Burgess Edward 3
 Surveyor to Lloyd's Register of British and Foreign Shipping.



The materials used in the construction of this vessel are as follow;—

The Frame is composed of Iron Bark and British Oak — 12 years material
 The Stem, apron, stern post, Deadwood } British Oak & Teak — 12 and 16 yrs.
 and Knight heads &c.

Keelson, Iron Bark, and Rider Keelson Teak; — 12 & 16 yrs; —

The Deck Beams, and all the Hold } Teak — 16 yrs. material
 Beams excepting two,

The whole of the outside planking above } Teak, — 16 years.
 light mark, also the Waterways

The thick bilge strakes are of Teak, Iron Bark & Greenheart — 16 & 12 yrs
 and the whole of the remaining ceiling } Teak. — 16 yrs. material
 and the Shelves and Clamps are

Edward
 The Bongdon