

REPORT of SURVEY for REPAIRS, &c.

No. 38658.

No. in Reg. Book. Survey held at London Date, first Survey 29 Oct 79 Last Survey 20th November 1879

282 on the S. Regulus late Agnes Rose Master J. Christophersen

TONNAGE under Tonnage Deck	Built at <u>Aberdeen</u>	When built <u>1867</u>	YEAR. MONTH.
Ditto of Spar Deck, or Avoining Deck	Owners <u>Harold Larsen</u>	Port belonging to <u>Krajerö</u>	
Ditto of Poop	Residence <u>Krajerö</u>	By whom built <u>Duthie</u>	
Ditto of Raised Qr. Deck		Destined Voyage <u>New York</u>	
Ditto of Houses on Deck		If Surveyed Afloat or in Dry Dock <u>Fletcher's Dry Dock</u>	
Ditto of Forecastle			
Gross Tonnage			
Crew Space, as per Rule			
Register Tonnage, cut on Beam			
Engine Room			
Reg. Tons as St' mer, cut on Bm.			

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.

Last Survey, No. 36195 Port London Classed 11A1 Expired 5.77

REPAIRS, OR EXAMINATION AS PER RULE No 2 for Continuation

Improved class. Change of Name. Owners and Port of Registry
Vessel placed in dry dock and her yellow metal sheathing stripped off. The hold cleaned and proper staves made both on the inside and outside. All the outside planking from the light watermark upwards including plank sheers and waterways brightened. All air courses and lumbers cleared. All the treenails removed in one stroke of the topsides fore and aft on each side, also two planks removed on each side above the wales and a plank removed in each bar and buttock. A treenail driven out from every alternate frame between the upper edge of wales and light water mark. Several chain plate bolts removed on each side. A new listing cut out of the ceiling at each extremity of the vessel for one-fifth her length, and for the remaining three-fifths the condition of the timbers ascertained by driving out a treenail from every fourth timber.

Present Condition of the	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Decks	<u>Good</u>	Breasthooks and Stenson	<u>Good</u>	Pumps	<u>Good</u>
Waterways	<u>Good</u>	Transoms, Pointers, and Crutches	<u>Good</u>	Boats	<u>5 in No</u>
Comings	<u>Good</u>	Timbers of the Frame at the openings	<u>Good</u>	Masts, Yards, &c.	<u>Good</u>
Upper Deck Beams & Fastenings	<u>Good</u>	Ditto Ditto at other places	<u>Good</u>	Condition, how ascertained	<u>From aloft</u>
Lower Deck Beams & Fastenings	<u>Good</u>	Keelsons	<u>Good</u>	Sails	<u>Good</u>
Plank sheers	<u>Good</u>	Clamps and Shelves	<u>Good</u>	Anchors	<u>No. of 3B. 1S. 2K</u>
Sheerstrakes	<u>Good</u>	Ceiling	<u>Good</u>	Cables	<u>270 fms - Good</u>
Topsides	<u>Good</u>	Rudder	<u>Good</u>	Hawsers and Warps	<u>Good</u>
Wales	<u>Good</u>	Copper <u>Alloy</u> When put on <u>now</u>		Standing & Running Rigging	<u>Good</u>
Plank (Bottom) and Counter	<u>Good</u>	Caulking of	<u>Good</u>		
Engine Room Skylights	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>		
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>

General Observations, Opinion as to Class, &c. She is now in a good and efficient condition and the Rules Sec 54 Survey No 2 having been complied with, and the vessel surveyed in accordance with Sec 37- she is eligible in our opinion to be re-entered on the A character - Also with reference to the particulars of the vessel's fastenings stated above, we beg to refer her to the favourable consideration of the Committee for an additional year's class for copper fastenings - thereby raising her class to 12A1 - and that she be continued A1 for 8 years from March 1879.

The Amount of Entry Fee ... £ 5 : : : received by me. 20/11/79 Special ... £ 10 : 10 : : 24/Nov/1879 Certificate (if required) ... £ : : : Travelling Expenses, if any, £ : : : Committee's Minute 25th November, 1879.

Character assigned Raised to 12A1
CF Good A1 from March 1879
W 79 TBW
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 LON664-0067

at the bilges. A strake of deck next the waterway removed on each side - windlass stripped and unhooking - chain cables raised on deck - Spars examined from aloft.

Repairs now done - Planks removed on account of survey renewed with P. Pine. Vessel caulked over all and re-sheathed with yellow metal one felt to the 13ft mark. Face pieces to stem renewed - Paul Bitt renewed with Am. Oak - Fore topsail (lower) yard and jibboom renewed.

Vessel refilled with salt in accordance with the Rules. Sec 34.

The through bolts of this vessel - as will be seen from the First Entry Report - are of yellow metal as high as the gunwale - According to the Rules in force at the time the vessel was built, the inside iron fastenings were required to be galvanized, and they appear to be galvanized so far as can at present be verified. Several chain and preventer bolts have been drawn out and found to be in excellent condition and appear to have been galvanized. With the exception of the frame bolts - which we have been unable to examine, this vessel appears to be eligible for 2 years on account of yellow metal fastening under Par. 2. Sec 46 of the Rules. She is at present classed as follows -

Materials - 9 years

Copper fastenings 1 - -

Saltung 1
11 A.

J. P. Healey

Thos. Bourdoy