

# REPORT of SURVEY for REPAIRS, &c.

No. 38861

No. in Survey held at Reg. Book.

Date, first Survey

(Received at London Office, 1880)  
Last Survey 28 January 1880

on the *Barque Linelles*

Master

YEAR. MONTH.

TONNAGE under Tonnage Deck  
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  
Crew Space, as per Rule  
Register Tonnage, out on Beam  
Engine Room  
Reg. Tons as St'mer, cut on Bm.

Built at

When built

Owners

Port belonging to

Residence

By whom built

Destined Voyage

If Surveyed Afloat or in Dry Dock

(State Name of Dock)

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

Port

Classed

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Yellow Metal stripped off, and the wood sheathing from keelges downwards removed in accordance with the Owners guarantee when the last survey was held in 78. The original iron bolts examined in way of sheathing and found to be in a generally wasted condition.

The iron bolts from keelges downwards to the keel have now been driven out and renewed with galv iron pins and clenched, and in the case of short bolts they have been punched up and plugged, and additional bolts introduced. The middle line fastened in the proportion of 2 bolts at the alternate floors - Y. metal bolts driven from outside in stem and post. Bolted from the keel to height of metal. Re-sheathed with R. Pine over felt from P.T.O. road

Present Condition of the

Decks

Waterways

Comings

Upper Deck Beams & Fastenings

Lower Deck Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) and Counter

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Windlass and Capstan

Pumps

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors

Cables

Hawsers and Warps

Standing & Running Rigging

Cargo and Main Hatchways

Hatches

General Observations, Opinion as to Class, &c.

This ship is now in good condition. As regards the Owners application for raised classed, it is submitted that she may be considered eligible to be classed 16 yrs under the amended Table A and one year for Roof. 17 yrs wall, and cont. 75 - 11 yrs.

The Amount of Entry Fee ...

2/2/80 Special ...

Certificate (if required)

to be sent as per margin...

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

received by me,

1880

Surveyor to Lloyd's Register of British and Foreign Shipping

It is submitted that this vessel appears worthy of the Committee's favorable consideration to be raised to the 17A class as recommended, namely 16 yrs under amended Table A all her materials being steel 1 yr for a Roof

Tuesday, February 3rd 1880

Raised to 17A  
Cont. 75 - 11 yrs



Keel to Bilges as before. A plank of the sheathing aft which finishes off the doubling put on in '67. now removed, the iron fastenings and caulking of main bottom there examined and found satisfactory.

Re-metalled over-felt as before.

The fore lower rigging new wire.

The vessel also surveyed for improved class under amended Table A. At present classed 15-A. viz 14 yrs Table A. Cont. 10 yrs.

15 Roof

The materials used in the construction of the ship are Teak 16 yrs throughout.

J. H. Longdon



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Foundation