

39843  
**REPORT of SURVEY for REPAIRS, &c.**

No. *39843*  
No. in Survey held at *London*  
Reg. Book. *588 on the Bk. "Tyburnia."*  
Date, first Survey *8<sup>th</sup> Nov<sup>r</sup>* Last Survey *25 November 1880*  
Master *not known*  
Built at *Glasgow* When built *1857*  
Owners *Merchant Ship<sup>y</sup> Co. (Lim.)* Port belonging to *London*  
Residence  
By whom built  
Destined Voyage *Shanghai*  
If Surveyed Afloat or in Dry Dock *In the Canal Dry Dock.*  
(State Name of Dock)  
Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*  
Last Survey, No. *3666y* Port *London* Cont. Lon *72 - 10* H. T. Lon. *77.*  
REPAIRS, OR EXAMINATION AS PER RULE  
Cause of Repairs to be clearly stated.  
*Remetalling.*

The yellow metal sheathing has been stripped; the caulking of the bottom and of the topsides tested; the vessel recaulked from the keel to the top of the walls; the butts of the topsides recaulked, and the bottom resheathed with yellow metal over felt.

This vessel has been surveyed with a large quantity of ballast over the hold. In this case application was made for raised class under the Mixed Material Rules, the Owners however objected to make the necessary stages and to open the old listings inside at the ends for a proper examination of the ship, as is usual in all similar cases—please see Secretary's letter of the 12<sup>th</sup> Nov<sup>r</sup>/80 to Owners.

Present Condition of the					
Decks	<i>good</i>	Treenails	<i>good</i>	Windlass and Capstan	<i>good</i>
Waterways	<i>D<sup>o</sup></i>	Breasthooks and Stemson	<i>D<sup>o</sup></i>	Pumps	<i>D<sup>o</sup></i>
Comings	<i>D<sup>o</sup></i>	Transoms, Pointers, and Crutches	<i>D<sup>o</sup></i>	Boats	<i>D<sup>o</sup></i>
Upper Deck Beams & Fastenings	<i>D<sup>o</sup></i>	Timbers of the Frame at the openings	<i>D<sup>o</sup></i>	Masts, Yards, &c.	<i>D<sup>o</sup></i>
Lower Deck Beams & Fastenings	<i>D<sup>o</sup></i>	Ditto Ditto at other places	<i>D<sup>o</sup></i>	Condition, how ascertained from the deck.	
Planksheers	<i>D<sup>o</sup></i>	Keelsons	<i>D<sup>o</sup></i>	Sails	<i>good</i>
Sheerstrakes	<i>D<sup>o</sup></i>	Clamps and Shelves	<i>D<sup>o</sup></i>	Anchors No. of <i>3 B. 1 P &amp; 8 keags</i>	
Topsides	<i>D<sup>o</sup></i>	Ceiling	<i>D<sup>o</sup></i>	Cables	<i>complete</i>
Wales	<i>D<sup>o</sup></i>	Rudder	<i>D<sup>o</sup></i>	Hawsers and Warps	<i>sufficient</i>
Plank (Bottom) and Counter	<i>D<sup>o</sup></i>	Copper (Y.M.) <i>good</i>	When put on <i>now</i>	Standing & Running Rigging	<i>good</i>
Engine Room Skylights		Caulking of Bottom, Deck, & Waterways	<i>good</i>	Cargo and Main Hatchways	<i>good</i>
Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>	Hatches	<i>good</i>

General Observations, Opinion as to Class, &c.

*This vessel where seen appears to be in good condition and eligible to remain as classed.*

The Amount of Entry Fee ... £ ... received by me, *29/11/80* Special ... £ *2* : *2* : *6* 1880  
Certificate (if required) to be sent as per margin... £ : *3*

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

*Tuesday, November, 30<sup>th</sup> 1880.*

*J. H. Truscott.*  
*Thos. Congdon*  
Surveyor to Lloyd's Register of British and Foreign Shipping.