

REPORT of SURVEY for REPAIRS, &c.

No. 521 on the *P. R. Irvine* Master *R. Johnson*
No. in Survey held at *London* Date, first Survey *31 Dec 80* Last Survey *12 Feb 81* 1881
Reg. Book. *521* on the *P. R. Irvine* Master *R. Johnson*
TONNAGE under Tonnage Deck *378* Built at *Sunderland* When built *1870*
Ditto of Spar Deck, or Awning Deck Owners *J. Thomson & Co* Port belonging to *London*
Ditto of Poop Residence
Ditto of Raised Qr. Dk. By whom built *Robinson* Destined Voyage *Port Natal*
Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Clyde Dry Dock*
Ditto of Forecastle
Gross Tonnage *395*
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. *38159* Port *London* Classed *11 A 1*
REPAIRS, OR EXAMINATION AS PER RULE *Continuation (2 Rule)* *St. J. Lm 76*
Cause of Repairs to be clearly stated.

This vessel has been examined in Dry Dock; the metal sheathing stripped off; all outside planking brightened from light water mark upwards, including plank sheers & waterways; all air courses & limbers cleared; the whole of the treenails have been removed from one strake of topsides all fore & aft on each side, two plank. Each side have been removed, also one plank from each bow & buttock; one treenail has been driven out from every alternate frame between upper edge of bilge strake and wales, & other parts of the bottom; cables ranged; windlass stripped & examined; strake of deck next waterways removed from each side all fore & aft; masts & spars and general equipment examined; new listings have also been cut inside. The bottom has been re-caulked and re-metalled on felt.

Present Condition of the					
Decks	Good	Treenails	Good	Windlass and Capstan	Good
Waterways	—	Breasthooks and Stemson	—	Pumps	4 in No 8 —
Comings	—	Transoms, Pointers, and Crutches	—	Boats	3 — —
Upper Deck Beams & Fastenings	—	Timbers of the Frame at the openings	—	Masts, Yards, &c.	—
Lower Deck Beams & Fastenings	—	Ditto Ditto at other places	—	Condition, how ascertained	Exam'd aloft
Plank sheers	—	Keelsons	—	Sails	2 suits and good
Sheerstrakes	—	Clamps and Shelves	—	Anchors	No. of 3 B. 1 S. 2 K
Topsides	—	Ceiling	—	Cables	Complete & good
Wales	—	Rudder	—	Hawsers and Warps	—
Plank (Bottom) and Counter	—	Copper (or Y.M.)	When put on now	Standing & Running Rigging	—
		Caulking of			
		Bottom, Deck, & Waterways	Good		
Engine Room Skylights	—	Coal Bunker, Openings, Lids, &c.	—	Scuppers	—
				Cargo and Main Hatchways	Good
				Hatches	Good

General Observations, Opinion as to Class, &c.
The requirements of the rules, Sect. 54. Survey 2, have been complied with; she is in good and efficient condition and eligible in our opinion to be continued at 1 for 7 years from Jan^y 81

The Amount of Entry Fee ... £ 4 : : received by me, *W. L. Davy*
Special ... £ 5 : 5 : 25/1881
Certificate (if required) }
to be sent as per margin... }
(Travelling Expenses, if any, £)
Committee's Minute *Friday, February, 18th. 1881.*
Character assigned *Good A 1 for 7 yrs*
W. L. Davy
ROBT. LLOYD, TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.
Lloyd's Register Foundation
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40082. Jan.

Keenails have been renewed from Bilge to Wale, ^{with Stringy Bark} on both sides: and the following spars have been renewed, viz: — Fore & Main Masts of Oregon pine, Fore & Main Topmasts of P.P. Fore Yard and Fore & Main Upper Topmast Yards of P.P. also Fore Top 3rd Mast & Fore Top 3rd Yard. She has also had a new Fore piece of Keel of Am. R. Elm, and the Rudder has been unshipped & a new fore piece fitted of H. Elm.

On the 10th Jan^r the extraordinary high tide overflowed the Crisson and floated the vessel off the blocks, she grounded & bore heavily on her Star^d Bilge; there were slight indications of straining observed, and it was thought necessary to remove a little ceiling inside for the purpose of exam^{ing} the timbers; these were found to be sound, but to compensate for the straining, about 40 additional metal through bolts have been put in from Bilge to L^d Q^d beams

James Turpin
Will^m E. Davey



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