

REPORT of SURVEY for REPAIRS, &c.

40159

(Received at London Office, 14 3 81)

No. in Survey held at London Date, first Survey 18th Sept Last Survey 10th March 1881
 Reg. Book. 1169 on the 13th "Suffolk" Master R. S. Byford
 TONNAGE under Tonnage Deck 832 Built at Rotham When built 1857
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Owners Mr Ellis & Son Port belonging to London
 Ditto of Forecastle
 Gross Tonnage 975 Residence
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 975 By whom built Wigrams Destined Voyage
 Engine Room
 Reg. Tons as St^rmer, cut on Bm. If Surveyed Afloat or in Dry Dock Repeat dry 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. 38253 Port London Classed 13A1 6.79
 REPAIRS, OR EXAMINATION AS PER RULE Sec 55 & 56 Restoration Contⁿ Lon 70-9 Exp^d
HT Lon 74 Form^d

Cause of Repairs to be clearly stated.
 Rule. Yellow Metal sheathing stripped off, outside planking bright-ened from light line upwards including Planksheers and Waterways Ceiling and Keelsons scraped bright, a strake of Topside planking removed all fore and aft on each side, a plank taken out of each bow and each buttock, in addition the planks in way of main Ripping through which the chain preventer bolts pass, and the planks through which the preventer bolts pass of Mizzen Ripping the mouldings in continuation of Planksheer at Poop and Fore-castle taken out, a strake of ceiling at 1st Butt-heads all fore and aft on each side and a plank at Flon heads on each side removed, Treennails driven out in various parts as per Rule. Chain Cables caulked out. Windlass linings part removed and ends exposed. Masts and Spars examined. The following parts renewed at P.T. Over

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	---	Breasthooks and Stenson	---	Pumps <u>2 No</u>	---
Waterways	---	Transoms, Pointers, and Crutches	---	Boats <u>6</u>	---
Comings	---	Timbers of the Frame at the openings	---	Masts, Yards, &c.	---
Upper Deck Beams & Fastenings	---	Ditto Ditto at other places	---	Condition, how ascertained by Exam ⁿ	---
Lower Deck Beams & Fastenings	---	Keelsons	---	Sails <u>12 new ones</u>	Good
Planksheers	---	Clamps and Shelves	---	Anchors No. of <u>3 B. 1 S & 2 K</u>	Good
Sheerstrakes	---	Ceiling	---	Cables <u>28 5 fms</u>	Good
Topsides	---	Rudder	---	Hawsers and Warps <u>3 No</u>	---
Wales	---	Copper (on V.M.) <u>HT & M</u> When put on <u>1881</u>	---	Standing & Running Rigging	---
Plank (Bottom) and Counter	---	Caulking of Bottom, Deck, & Waterways	Good	Cargo and Main Hatchways	Good
Engine Room Skylights	---	Coal Bunker, Openings, Lids, &c.	---	Hatches	Good
Scuppers	Good				

General Observations, Opinion as to Class, &c.
 This vessel is at present in a good and efficient state of Repair fit for the safe conveyance of dry & perishable cargoes to and from all parts of the world and in our opinion eligible to be Restored A1 for 7 years for 1881

The Amount of Entry Fee £ 5 : received by me,
 14/2/81 Special £ 10 : 10 : - 15th March 1881
 Certificate (if required) to be sent as per margin... } £ : 5 :
 (Travelling Expenses, if any, £)

Committee's Minute Tuesday March, 15th 1881
 Assigned
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 James Curpin

If a Steam Ship, state if a Report is also sent on the Machinery... (Form No. 2 for Repairs, 1,000-10/5/80.)

Insert character precisely as in Register Book.



LON665-0243

Calcutta in 1878. viz. Planks in way of knee rigging through which the Chain & Preventer bolts pass. Plank sheer from Poop to Forecastle. Deck planks neat the waterways on each tier of Beams - with a plank (sheerstrake) in way of Mizzen Rigging through which Chain bolts pass. permitted by the Committee by their letter of 3rd March to remain undisturbed. all other conditions of the Rules have been strictly complied with and the following Repairs now done

4 first Hull^s and 4 second Hull^s on the Port side aft renewed with English Oak & Italⁿ Oak. on the Starb^d side forward one timber & 2 chocks new of Italian Oak

3 planks of ceiling fore^d & 11 planks aft new of Pitch Pine. removed stake at 1st Hull^s heads & planks at 2nd heads replaced with Pitch Pine. removed Topside planks with three additional ones on Starb^d Quarter & 1 on Port Quarter replaced with Pitch Pine. new Chain & Preventer bolts to main Rigging & Preventer bolts to Mizzen Rigging of Calo^d Jam. Launched from keel to gunwale - Workmen installed a felt The Repairs and strengthening done at Calcutta in 1878 have proved good. The sheer of the vessel being now good and but a very slight camber to keel say about 2 ins - this is a very satisfactory result.

New Gibboom & Mizzen boom

Wm^d C. Davoy

James Curpin