

REPORT of SURVEY for REPAIRS, &c.

No. 40159
No. in Survey held at London Date, first Survey 18th Sept 1880 Last Survey 10th March 1881
Reg. Book. 1163 on the 13th "Suffolk" Master R. S. Byford
TONNAGE under Tonnage Deck 832
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 975
Crew Space, as per Rule
Register Tonnage, cut on Beam 975
Engine Room
Reg. Tons as St^rmer, cut on Bm.

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 See 55 & 56 Restoration Contⁿ Lon 70-9 Exp^d

Cause of Repairs to be clearly stated.

1 Rule. Yellow Metal sheathing stripped off, outside planking brightened from light line upwards including Plank sheers 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 Plank sheer 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 coiled out. Windlass linings part removed and ends exposed. Masts and Spars Examined. The following parts renewed at P. J. Over

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	---	Breasthooks and Stemson	---	Pumps 2 No	---
Waterways	---	Transoms, Pointers, and Crutches	---	Boats 6	---
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 12 new ones	Good
Plank sheers	---	Clamps and Shelves	---	Anchors No. of 3 B. 1 S & 2 K	---
Sheerstrakes	---	Ceiling	---	Cables 28 5 fms	Good
Topsides	---	Rudder	---	Hawsers and Warps 3 No	---
Wales	---	Copper (on V M.) L T Y M When put on 1881	---	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

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 goods 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, James Curpin
14/2/81 Special ... £ 10:10:15 March 1881
Certificate (if required) to be sent as per margin... £ : 5:
(Travelling Expenses, if any, £)

Committee's Minute Tuesday March, 15th 1881
Signed [Signature] assigned
[Signature] from 1881
Lloyd's Register Foundation

Calcutta in 1878. viz. Planks in way of Kneelipping through which the Chain & Preventer bolts pass. Plankstrees from Poop to Forecastle. & Deck planks next 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 app. renewed with English Oak. & Italⁿ Oak. on the Starb^d side forward one timber & 2 chocks new of Italian Oak

3 planks of ceiling fwd^d & 11 planks app. new of Pitch Pine. removed stake at 1st Hull^s heads & planks at floor 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 Calcut^a Jan. Launched from keel to gunwale - & H^ol^d 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 Libboom & Mizzen boom

Will^m C. Davy
James Curpin