

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 14. 12. 81.)

No. in Survey held at *London* Date, first Survey *26th Nov^r* Last Survey *12th Dec^r* 1881
 Reg. Book. *123* on the *Bk. "Adam Sedgwick"* Master *J. Flynn*
B. G. Conradi

TONNAGE under Tonnage Deck *457* Built at *Aberdeen* When built *1861*
 Ditto of Spar Deck, or Awning Deck Owners *J. Kirk* Port belonging to *London*
 Ditto of Poop Residence
 Ditto of Raised Or. Dk. By whom built
 Ditto of Houses on Deck Destined Voyage *Swansea, hence to East London*
 Ditto of Forecastle If Surveyed Afloat or in Dry Dock *In the Nelson (Dry Dock)*
 Gross Tonnage *459* (State Name of Dock)
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *459*
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *15* Character in Register Book. *A. 1*

Last Survey, No. *26808* Port *Liv.* Cont. *Liv. June 77* - *5* *9.79*
 REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Remetalling.

This vessel has been placed in dry dock & the yellow metal sheathing stripped off the bottom. As the class of this vessel will expire next year, the Owner was informed that the bottom of the vessel could be now examined by having treenails driven out &c. in anticipation of reclassing but the Owner declined to submit the bottom to this examination. The bottom has now been recaulked from the keel to the metal line and resheathed with yellow metal over felt as before. The topsides have also been recaulked. The main lower topsail yard renewed. The lower standing rigging renewed. Vessel surveyed with ballast in the hold amidships & dunnage aft. & some barrels &c. forward.

Present Condition of the

Decks <i>good</i>	Treenails <i>good</i>	Windlass and <i>Capstan</i> <i>good</i>
Waterways <i>D^c</i>	Breasthooks and Stemson <i>D^c</i>	Pumps <i>D^c</i>
Comings <i>D^c</i>	Transoms, Pointers, and Crutches <i>D^c</i>	Boats <i>3 - D^c</i>
Upper Deck Beams & Fastenings <i>D^c</i>	Timbers of the Frame at the openings <i>D^c</i>	Masts, Yards, &c. <i>D^c</i>
Lower Deck Beams & Fastenings <i>D^c</i>	Ditto Ditto at other places <i>D^c</i>	Condition, how ascertained <i>from the deck</i>
Planksheers <i>D^c</i>	Keelsons <i>D^c</i>	Sails <i>good</i>
Sheerstrakes <i>D^c</i>	Clamps and Shells <i>D^c</i>	Anchors No. of <i>3 B. 18^{lb} kedges</i>
Topsides <i>D^c</i>	Ceiling <i>D^c</i>	Cables <i>complete</i>
Wales <i>D^c</i>	Rudder <i>good</i>	Hawsers and Warps <i>sufficient</i>
Plank (Bottom) and Counter <i>D^c</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 is in good and efficient condition and eligible in my opinion to remain as classed.

The Amount of Entry Fee ... £ *15/18* Special ... £ *1* received by me, *J. H. Truscott*
 15/18/81

Certificate (if required) to be sent as per margin... £ *5*

(Travelling Expenses, if any, £)

Committee's Minute

Friday, December, 10th. 1881.

Character assigned

Good to Trade

ROBT. EDMD. TAYLOR & SON, Commercial Steam-Printers, 19, Old Street, Goswell Road, London.

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LON 667-0126