

REPORT of SURVEY for REPAIRS, &c.

(Received at London *13th* January, 1882)

No. *1237* on the *Brig Susan Bayley* Date, first Survey *10th Nov.* Last Survey *11 January* 1882
No. in Reg. Book. *1237* Survey held at *London* Master *David Cowen*

TONNAGE under Tonnage Deck *148*
Ditto of Spar Deck, or Awning Deck
Ditto of Poop
Ditto of Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *154*
Crew Space, as per Rule
Register Tonnage, cut on Poop
Engine Room
Reg. Tons as St' mer, cut on Bm.
Built at *Ipswich* When built *1853*
Owners *David Cowen* Port belonging to *London*
Residence *7 St. Smith's Lane*
By whom built *Bayley* Destined Voyage
If Surveyed Afloat or in Dry Dock *Regent Dry Dock*
(State Name of Dock)

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*
Classed *13* Years assigned. *1.80*
Comp. *4* Character in Register Book.
Last Survey, No. *38776* Port *London*
REPAIRS, OR EXAMINATION AS PER RULE
Cause of Repairs to be clearly stated.

For A.1 in red. second rule -

The Vessel placed on blocks in dry dock and the yellow metal stripped. The outside planking, from the light water-mark upwards, including the plank-sheers and waterways, scraped bright. The hold cleared, and proper stages made both inside and outside. All air-courses and the limbers cleared; and new listings cut at each end of the hold. Two planks on each side above the wales and a plank in each bow and buttock removed. A strake of deck next the waterways on each side taken out. One trenail driven out from every alternate frame, between the upper edge of the wales and the light water-mark, and a sufficient number driven out in other parts of the Vessel. All the through bolts are of copper or yellow metal. The windlass unhung and its wood linings sufficiently

Present Condition of the	Good	Treenails	Good	Windlass and Capstan	Good
Decks	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Pumps <i>Two</i>	<i>do</i>
Waterways	<i>do</i>	Transoms, Pointers, and Crutches	<i>do</i>	Boats <i>Two</i>	<i>do</i>
Comings	<i>do</i>	Timbers of the Frame at the openings	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places	<i>do</i>	Condition, how ascertained <i>from deck</i>	
Lower Deck Beams & Fastenings	<i>do</i>	Keelsons	<i>do</i>	Sails <i>well found</i>	
Plank-sheers	<i>do</i>	Clamps and Shelves	<i>do</i>	Anchors No. of <i>3 B. 15. 1 K.</i>	
Sheerstrakes	<i>do</i>	Ceiling	<i>do</i>	Cables <i>Complete</i>	
Topsides	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps <i>Sufficient</i>	
Wales	<i>do</i>	Copper (or Y.M.) <i>on felt</i> When put on <i>11, 81</i>		Standing & Running Rigging	<i>Good</i>
Plank (Bottom) and Counter	<i>do</i>	Caulking of <i>Scupper</i>		Cargo and Main Hatchways <i>Good</i>	Hatches <i>do</i>
Engine Room Skylights		Bottom, Deck, & Waterways			
Coal Bunker, Openings, Lids, &c.		Scuppers			
General Observations, Opinion as to Class, &c.					

This Vessel being now in good condition and the requirements of the Rules, Section 60, second clause, having been complied with, we are of opinion she may be classed A.1. in red. S.S. 81 for 9 yrs.

The Amount of Entry Fee ... £ *2* : : : received by me, *C.R.*
Special ... £ *5* : *5* : *4/2* 1882
Certificate (if required) to be sent as per margin... £ : *5* :
(Travelling Expenses, if any, £)

Committee's Minute

Tuesday, January, 17th, 1882.

Character assigned

A, in red
S.S. 82 - 9 yrs
Wm 82

Joseph Thomson
Thos Congdon
Surveyor to Lloyd's Register of British and Foreign Shipping.

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stripped for examination. The chain cables ranged on deck, the masts and spars examined, and all the other requirements of the Rules complied with.

Repairs owing to defects:— Seven strokes of ceiling, from bilge upwards, on each side, excepting the ends, renewed with pitch pine and thicker than the original. The fastenings in way of new ceiling, renewed with stringy bark trenails and yellow metal bolts. The timbers between fore and main masts rechocked at the bilges with English oak. Three stern timbers renewed with English oak. One beam end on starboard side scathed. An additional iron breasthook fitted forward. The topside planks and the bow and buttock planks removed for survey, now renewed with pitch pine. Caulked from keel to gunwale and yellow metalled on felt the same height as before.

The upper deck Caulked.

Joseph Thomson
 T. W. Langdon