

REPORT of SURVEY for REPAIRS, &c.

41343 10

Co. No. in Survey held at London Date, first Survey 8th March Last Survey 31st March 1882
 eg. Book. 206 on the Barque "Ceta" (No. of Visits 12) Master J. Phekyb.

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| TONNAGE under Tonnage Deck <u>249</u> | Built at <u>Bideford</u> | When built <u>1874</u> | YEAR. MONTH. <u>1st</u> |
| Ditto of Spar Deck, or Avoing Deck | Owners <u>W & J. Smith.</u> | Port belonging to <u>London</u> | |
| Ditto of Poop | Residence | | |
| Ditto of Raised Qr. Dk. | By whom built <u>Cox & Sons.</u> | Destined Voyage <u>Berbice.</u> | |
| Ditto of Houses on Deck | If Surveyed Afloat or in Dry Dock <u>In the Duke Shore Dry Dock.</u> | | |
| Ditto of Forecastle | (State Name of Dock) | | |
| Gross Tonnage <u>1345</u> | | | |
| Crew Space, as per Rule | | | |
| Register Tonnage, cut on Beam <u>332</u> | | | |
| Engine Room | | | |
| Reg. Tons as S ^r mer, cut on Bm. | | | |
| Length of Poop <u>ft.</u> | Ditto, Forecastle <u>ft.</u> | Ditto, Raised Quarter Deck <u>ft.</u> | Years assigned. <u>13</u> |
| Last Survey, No. <u>40428</u> | Port <u>Lon</u> | Classed <u>13</u> | Character in Register Book. <u>A.1.</u> |
| REPAIRS, OR EXAMINATION AS PER RULE | | | |
| Cause of Repairs to be clearly stated. | | | |

(Damage repairs. Half Time Survey Section 34 & Improved Class.

Damage repairs:— This vessel has been placed in dry dock; the yellow metal sheathing stripped off the bottom; the bottom examined; the fore length of the keel renewed of English elm; 32 feet of the garboard strake on the starboard side forward taken out & renewed in one length of English elm—this was done in order to work the new length of the keel referred to; 112 feet of the false keel renewed & the remainder refastened; the yellow metal fastenings of the iron knee riders of the beams renewed from the upper turn of the bilge to the lower turn of the bilge fore and aft each side; the vessel hung in shores & recaulked from the keel to the gunwale & the bottom resheathed with yellow metal over felt as before. A few parts of the deck recaulked where necessary. On the starboard side the fore channel & the main channel renewed & the mizen channel repaired. One chain

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| Present Condition of the | | | |
| Decks | <u>good</u> | Treenails | <u>good</u> |
| Waterways | <u>D^o</u> | Breasthooks and Stemson | <u>D^o</u> |
| Comings | <u>D^o</u> | Transoms, Pointers, and Crutches | <u>D^o</u> |
| Upper Deck Beams & Fastenings | <u>D^o</u> | Timbers of the Frame at the openings | <u>D^o</u> |
| Lower Deck Beams & Fastenings | <u>D^o</u> | Ditto Ditto at other places | <u>D^o</u> |
| Planksheers | <u>D^o</u> | Keelsons | <u>D^o</u> |
| Sheerstrakes | <u>D^o</u> | Clamps and Shelves | <u>D^o</u> |
| Topsides | <u>D^o</u> | Ceiling | <u>D^o</u> |
| Wales | <u>D^o</u> | Rudder | <u>D^o</u> |
| Plank (Bottom) and Counter | <u>D^o</u> | Copper (or Y.M.) <u>good</u> When put on <u>how</u> | |
| Engine Room Skylights | <u>Coal Bunker, Openings, Lids, &c.</u> | Caulking of | |
| | | Bottom, Deck, & Waterways | <u>good.</u> |
| | | Scuppers | <u>good</u> |
| | | Cargo and Main Hatchways | <u>good</u> |
| | | Hatches | <u>good.</u> |

General Observations, Opinion as to Class, &c.
 This vessel is in good and efficient condition and appears eligible to be classed 14 A.1 as stated, and the requirements of the Rules for the Half Time Survey Section 34 having been complied with, to be marked H.T. Lon. P2 in the Register Book.

The Amount of Entry Fee ... £ 7 : 10 : } received by me, }
 Special ... £ 6 : 6 : } 4th April 1882 }
 Certificate (if required) } £ 5 : }

Travelling Expenses, if any, £
 Committee's Minute 6th April 1882

Character assigned Raised to 14 A.1.
10 & 16 yrs was altered + H.T. Lon 82 - C.F.
Sp Damage 4 3 21

plate to fore rigging repaired; one scupper renewed. 105 fathoms of chain cable & 2 anchors now supplied, particulars as follows viz: size $1\frac{3}{8}$ inch stud link chain cable - breaking strain 51 tons - tensile strain 34 tons - J. Hartness Superintendent Sunderland, 23rd & 28th August 1876. Weights of anchors ex. stock ^{cwts. grs. lbs.} 14-1-14 & 12-2-21-
^{Tons. cwts. grs. lbs.} proof strains 15-19-0-7 & 14-10-2-14 respectively J. Hartness Sup^{dt} Sunderland 10th Jan^y & 11th Oct^r 1879.

The following now done to complete the requirements of the Half Time Survey Section 34 viz: the hold, the timbers and air courses cleared; a new air course cut in the ceiling of the lower hold at each end for one-fifth the vessel's length each side and salt stops fitted at the upper part of the air course, the outside planking brightened in several places; bolts and treenails driven out as per Rule; the windlass unhung and its wood lining sufficiently stripped for examination; the chain cables ranged; the masts and spars examined and all other requirements of the Rules complied with. The salting now renewed. The mizen mast, the main topmast, the main topgallant & royal mast and the fore-topmast are new of pine. Now supplied 75 fathoms of $\frac{1}{2}$ " towline.

It appears from the first entry report that the frame is English oak 12 years material; the main keelson teak 16 years & English oak 12 years; the stem, the stern post, the deck & hold beams English oak 12 years; ^(2 dark beams teak 16 yrs) the planking outside from the keel to the height defined in Note to Table A is pitch pine 12 years; from the above named height to the wales & blackstrakes inclusive - pitch pine 10 years, the vessel being salted; the topsides & sheerstrakes, the spirketting & plank sheers teak 16 years & English oak 12 years; the upper deck waterway pitch pine 10 years. The inside plank pitch pine 10 years the vessel being salted. The frame is stated to be well squared and the general quality of workmanship very good.

The present class of this vessel is 13 A.1 viz:

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| 9 years under Table A |
| 1 year mixed materials |
| 2 years yellow metal fastenings |
| 1 year salt. |
| 13 A.1 |

She now appears eligible to be classed 14 A.1 viz: 10 years under amended Table A. ^{vessel being salted}

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| 1 year mixed materials. |
| 2 years yellow metal fastenings |
| 1 year salt. |
| 14 A.1 |

J. H. Truscott.