

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 1-6-82)

No. 253 on the Bkn. "Resolute."
No. in Survey held at London Date, first Survey 19th April Last Survey 10th May 1882
Reg. Book. 253 on the Bkn. "Resolute." (No. of Visits 9) Master G. Cummine
TONNAGE under Tonnage Deck 220 Built at Aberdeen. When built 1869 YEAR. MONTH. 2nd
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 229 Owners A. Stephen Port belonging to Froberg
Crew Space, as per Rule
Register Tonnage, cut on Beam 216 Residence 41 Commerce Street Fraserburgh N.B.
Engine Room By whom built Duthie Destined Voyage West Indies.
Reg. Tons as St' mer, cut on Bm. If Surveyed Afloat or in Dry Dock In the Lower Globe Dry Dock.
(State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 9 Character in Register Book. A.1.
Last Survey, No. 40501 Port Loon Cont. Abn. Feb. 78- 6 10. 81.

REPAIRS, OR EXAMINATION AS PER RULE
Cause of Repairs to be clearly stated.

Half Time Survey - Section 34.

This vessel has been placed in dry dock; the yellow metal sheathing stripped off the bottom; the hold, the timbers and air courses cleared; the outside planking brightened at a few places each side; bolts and treenails driven out as per Rule; the windlass ends exposed and the wood lining of the windlass sufficiently stripped for examination; the chain cables ranged; the masts and spars examined and all other requirements of the Rules complied with.

One timber having been found partially defective in the lower hold right aft on the starboard side, the defective part has been cut out & renewed and an iron strap added as compensation. A few planks of the ceiling renewed of pitch pine right aft in the lower hold.

One iron hanging knee to upper deck beam ^{has been} added on the starboard side nearly abreast

Present Condition of the

Decks	good	Treenails	good	Windlass and Capstan	good
Waterways	D ^c	Breasthooks and Stemson	D ^c	Pumps	D ^c
Comings	D ^c	Transoms, Pointers, and Crutches	D ^c	Boats	D ^c
Upper Deck Beams & Fastenings	D ^c	Timbers of the Frame at the openings	D ^c	Masts, Yards, &c.	D ^c
Lower Deck Beams & Fastenings	D ^c	Ditto Ditto at other places	D ^c	Condition, how ascertained by examination	
Planksheers	D ^c	Keelsons	D ^c	Sails	good
Sheerstrakes	D ^c	Clamps and Shelves	D ^c	Anchor No. of	3 B. 1. 2 R.
Topsides	D ^c	Ceiling	D ^c	Cables	complete
Wales	D ^c	Rudder Fr	D ^c	Hawsers and Warps	good
Plank (Bottom) and Counter	D ^c	Copper Y.M. good When put on	now	Standing & Running Rigging	D ^c
Engine Room Skylights		Caulking of			
Coal Bunker, Openings, Lids, &c.		Bottom, Deck, & Waterways	good	Scuppers	good
				Cargo and Main Hatchways	good
				Hatches	good

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition eligible in my opinion to remain as classed and to be marked in the Register Book H.T. Lon. 82.

The Amount of Entry Fee ... £ 4/6/82 Special ... £ 3 : 3 : - received by me, 1882
Certificate (if required) to be sent as per margin... £ : 5 : - 18/6/83

(Travelling Expenses, if any, £)

Committee's Minute

Character assigned

Friday, 2nd June, 1882.

J. H. Truscott.
Surveyor to Lloyd's Register of British and Foreign Shipping.



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the after hatch, to compensate for one slightly defective toptimber there.

On account of deterioration the throat bolt and the neat bolt below it in the upper deck hanging knees have been renewed of galvanized iron.

The chain bolts and dead eye pins at the fore & main rigging renewed.

Nine planks of the upper deck on the port side and eight on the starboard side renewed of yellow pine. The coamings and headledges to the main & after hatchways renewed of pitch pine. The fore yard & the upper fore topsail yard renewed.

The vessel recaulked from keel to gunwale and the bottom resheathed with yellow metal over felt as before. The upper deck including waterways & covering board recaulked.

On account of damage - part of the face piece of the stem renewed of English oak.

J. H. Truscott.