

REPORT of SURVEY for REPAIRS, &c.

No. *42049*
 No. in Survey held at *London* Date, first Survey *4th Oct^r* Last Survey *12th Dec^r* 1882
 Reg. Book. *332* on the Ship *"Berbice"* Master *W. Logan*
 TONNAGE under Tonnage Deck *656* Built at *Dumbarton* When built *1868* MONTH. *4th*
 Ditto of Spar Deck, or Awning Deck Owners *J. Kerr & Co* Port belonging to *Greenock*
 Ditto of Poop Residence
 Ditto of Raised Qr. Dk. By whom built *A. M. Millan & L.* Destined Voyage *Demerara*
 Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *in the Ratcliff Dry Dock*
 Ditto of Forecastle Reg. Tons as St^rmer, cut on Bm. *760*
 Gross Tonnage *717*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St^rmer, cut on Bm.

Length of Poop *405* ft. Ditto, Forecastle *70* ft. Ditto, Raised Quarter Deck *14* ft.
 Last Survey, No. *4499* Port *Greenock* S.L. Cl. *78* H.T. Cl. *78* Years assigned. *14* Character in Register Book. *A1*
 REPAIRS, OR EXAMINATION AS PER RULE Cause of Repairs to be clearly stated. Society's Load-Line (if assigned) as painted on Ship
 OR Society's Freeboard (if assigned) as painted on Ship

Continuation on the A Character Section 45 of Rules for Composite Vessels; also Raised Class.

This vessel has been placed in dry dock; the yellow metal sheathing stripped off the bottom & the bottom examined. The planking of one stroke from amidships forward on the port side and from amidships aft on the starboard side removed, exposing the bilge plate, diagonal plates & backs of frames; one other plank also removed at the bilge on the starboard side. The iron sheerstrake is not covered with planking. The outside planking from the light water mark upwards brightened. The hold cleared and all the close ceiling removed; oxidation removed. Bolts driven out as per Rule. The cement at the middle line removed the greater part of the vessel's length. The windlass unhung and its wood lining sufficiently stripped for examination. The chain cables ranged; the masts & spars examined.

Present Condition of the	Decks	Waterways	Comings	Upper Deck Beams & Fastenings	Lower Deck Beams & Fastenings	Planksheers	Sheerstrakes	Topsides	Wales	Plank (Bottom) and Counter	Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo and Main Hatchways	Hatches
(new deck)	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good
Freemasts	good	Breasthooks and Stemson	good	Transoms, Pointers, and Crutches	good	Timbers of the Frames at the openings	good	Ditto Ditto at other places	good	Keelsons	good	Clamps and Shells	good	Ceiling	good
Rudder	good	Copper <i>on felt</i> good	When put on now	(State if on Felt.) <i>yes</i>	Cement (if <i>Iron</i> Ship) <i>good</i>	Caulking of Bottom, Deck, & Waterways	good	Windlass and Capstan	good	Pumps (new)	good	Boats	good	Masts, Yards, &c.	good
Condition, how ascertained	by examination	Sails	good	Anchors	No. of <i>3 B. 1 S. 2 K.</i>	Cables	<i>270 fathoms - Complete</i>	Hawsers and Warps	good	Standing & Running Rigging	good				

General Observations, Opinion as to Class, &c.

This vessel being now yellow metal fastened exclusive of iron is eligible in our opinion to have her original class raised to 15A.1 and marked C.F. and to be Continued 10A.1 from 1883.

The Amount of Entry Fee ... £ 5 : : : received by me, *A. J. S.*
 Special ... £ 10 : 10 : : 30th Dec 1882
 Certificate (if required) to be sent as per margin... £ . : 5 : .

(Travelling Expenses, if any, £)
 Committee's Minute

Character assigned

C.F.

E.C. 12, 82

N. Dk 82

Friday, 29th December, 1882

Raised to 15A.1

Contd. A.1 for 10 yrs

from Dec 1883

from Dec 1883

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

It is submitted that this vessel appears eligible for an additional year for metal fastenings as recommended and to be classed

12 years under Table 3

15 A.1 "C.F." and continued for 10 years from 1883

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and all other requirements of the Rules complied with. The planks removed at the bilge for survey have been renewed of American elm. On account of damage 2 planks on the starboard side amidships & 3 on the port side aft renewed of teak. 2 pintles & 1 brace to rudder renewed & the pintles & braces rebolted. On account of warping, new fore piece of keel of English elm. 15 floors aft & 6 forward renewed & in order to do this, the middle line keelson over the same taken out & replaced. 49 floors doubled with plates 6 feet to 7 feet in length. 5 frames on the starboard side forward & one frame on the port side aft efficiently doubled. 12 reverse frames forward & 10 aft partly renewed. The cement at the middle line renewed the greater part of the vessel's length. Earthenware pipes, fixed in cement, now fitted at the timber holes at the middle line. The inside of the vessel coated & the close ceiling entirely renewed of $2\frac{1}{2}$ " pitch pine. One plate knee to hold beam on the port side amidships is new. Part of the cargo battens renewed. The upper deck from right forward to inside the poop renewed of yellow pine $3\frac{1}{2}$ " thick & fastened with galvanized iron nut & screw bolts. The forecabin plating renewed of $\frac{3}{8}$ " plating as guaranteed. The whole of the forecabin covering board renewed of pitch pine. The bow chock on each side & the starboard cathead & the cutwater renewed of Danzig oak. The stern doubled with $\frac{5}{16}$ " plating from quarter to quarter. The following renewed viz: the fore upper topsail yard, the main topmast, the mizen topmast & topgallant mast, the spanker boom & gaff. The pumps renewed. 5 iron whelps to windlass renewed. The 2 upper courses strakes of outside planking now yellow metal bolted in lieu of galvanized iron. The vessel recaulked from the keel to the iron sheerstrake, and the deck caulked. The bottom resheathed with copper over felt.

J. H. Truscott.

Wm^{or} B. Dacey



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