

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 18 DEC 1885

No. in Reg. Book *365* on the *Wood Barquentine "Lile"* Survey held at *Newhaven* Date, First Survey *Nov-30* Last Survey *Dec-5* 1885
(No. of Visits *3*) Master *R. Hoskin*

TONNAGE:—
NET *228* Built at *Plymouth* By whom *R. Hoskin* When *1844*
GROSS *234* Owners' Address *Reverew House, Reverew Street, Minver, Wadebridge, Cornwall.* Port belonging to *Plymouth*
UNDER DECK *234* (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat *3* in Dry Dock *Gridiron* Name of Dock *Gridiron* Destined Voyage

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *3183* Port *Plymouth* Classed *12*
Rest low 8
S.S. Ply 83 4
5,84

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.) Society's Freeboard (if assigned) in salt water *ft. ins.*
(as painted on Ship) in fresh water *ft. ins.*

REPAIRS, OR EXAMINATION AS PER RULE *for Repairs and extinction of class under 2^d Survey for Red A*

This vessel has now been placed on a Gridiron in consequence of having been athore on the Longnose ledge between Margate and the North Foreland.

The keel and bottom examined. The outside planking brightened from the bilges upwards including the gunwale and two planks on each side amidships in the topsides removed. (the Bow & Buttock planks removed at time of Survey No 1 at Plymouth in 83) Air courses and timbers cleared. Plittings cut out in the ceiling at ends on both sides for one fifth of the length. Bolts and Grenails driven out for examination. Windlass sufficiently stripped for examination. Spars examined. Chain Cables ranged. Beam ends bored. (the deck found to have been doubled in 81.) Examined the various parts of the vessel as required by the Rules.

Repairs now done. The planks taken out for survey in the

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	Treenails <i>Good</i>	Rudder <i>new</i>	Masts, Yards, &c. <i>Good</i>
Waterways <i>"</i>	Breasthooks & Stemson <i>"</i>	Windlass & Capstan <i>"</i>	Condition, how ascertained <i>Examined</i>
Comings <i>"</i>	Transoms, Pointers, & Crutches <i>"</i>	Pumps <i>Examined</i>	Sails <i>Sufficient</i>
Up'r Dk. Beams & Fastenings <i>"</i>	Timbers of Frame at the openings <i>"</i>	Cement (if Iron Ship) <i>"</i>	Anchors No. of <i>3 B 1 S 1 K</i>
Low'r Dk. Beams & Fastenings <i>"</i>	Ditto ditto at other places <i>"</i>	Caulking of Bot'm, D'k, & Watrways <i>"</i>	Cables <i>Complete (ranged)</i>
Planksheers <i>"</i>	Keelsons <i>"</i>	Copper, or Y.M. <i>none</i>	Hawsers & Warps <i>Sufficient</i>
Sheerstrakes <i>"</i>	Clamps & Shelves <i>"</i>	(State if on Felt.) When put on <i>"</i>	Standing & Running Rigging <i>Good</i>
Topsides <i>"</i>		Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
Wales <i>"</i>			Hatches <i>Good</i>
Engine Room Skylights <i>"</i>	Coal Bunker, Openings, Lids, &c. <i>"</i>		

General Observations, Opinion as to Class, &c.:

This vessel is now in good and efficient condition and eligible to be classed A 1 in Red for 8 years from 1883.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ *2* : - :
Office Fee (if chargeable) per Scale II., Sec. 27. £ *2* : 2 : -
Survey Fee (per Section 28) £ *2* : 2 : -
Special Damage Fee (if any) (per Sec. 28) £ *5* : - :
*Certificate (if required) to be sent as per margin £ *5* : - :
Travelling Expenses (if chargeable) £ *5* : - :
Second Surveyor's Fee (if any) £ *5* : - :
Total £ *24* : 10 : -

Committee's Minute
Character assigned *A 1*
TUESDAY 22 DEC 1885.
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
LON 676 - 0260

45677 Jan.

Top sides renewed with Pitch Pine, the Centre line fastening in the Keel and Keelson renewed with $1\frac{1}{4}$ Iron and a rider Keelson fitted extending from after deadwood to Main Mast 4 ft long x 11" x 11" of Greenheart, a pair of Bilge Keelsons now fitted 13" x 13" x 4" from each end of Pitch Pine overlapping sideways 14 ft in Centre of vessel cross bolted with 4 bolts of 1 inch iron, and through bolted in every alternate timber with 1 inch Iron, one pair of diagonal iron riders fitted at after end of hold bolted with iron, - about 1500 galvanized iron through bolts $\frac{3}{4}$ diameter, have been driven in the outside planking between the lower part of bilges and the Gunwales and clunched. Recaulked from Keel to Gunwale. The Main piece of Rudder renewed with English Oak and dovetail plates fitted to the heel of Stereopost and Keel. The general equipment attended to

J. W. Miles

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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