

REPORT of SURVEY for REPAIRS, &c.

*41272

(Received at London Office, 22. 3. 82.)

No. 41272
 No. in Survey held at London Date, first Survey March 6 Last Survey March 21 1882
 Reg. Book. on the Composite M. "Carter" O.V. (No. of Vists 8) Master J. Row

Official Number 54726
 TONNAGE under Tonnage Deck 610
 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 674
 Crew Space, as per Rule
 Register Tonnage, cut on Beam 474
 Engine Room
 Reg. Tons as S^rmer, cut on Bm.
 Built at Graysmouth When built 1866
 Owners Executors of late A. Adamson Port belonging to London
 Residence Office, 34 Leadenhall Street London E.C.
 By whom built Adamson Destined Voyage not fixed
 Surveyed Afloat or in Dry Dock Eastern dry dock + Admiralty Basin
 (State Name of Dock)

Length of Poop 48 ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck — ft.
 Years assigned 16 Character in Register Book A. 1
 Last Survey, No. 40037 Port Lon Classed 16
 REPAIRS, OR EXAMINATION AS PER RULE for continuation Secⁿ 45 5.8 Jan 78 1.81
 Cause of Repairs to be clearly stated.

This vessel was placed in dry dock, and all yellow metal sheathing entirely stripped off. The outside planking from light water mark upwards, with the plank sheer and waterways dished and scraped bright. All close ceiling removed from upper part of bulwarks downwards. A strake of planking from gunships forwards and from gunships aft in way of bulwark plates removed and a plank on each side in way of iron cherttable taken off. Both as required by rule backed out, and the cement in way of lead plate at places removed for its examination. The windlass unhooking and bearings sufficiently stripped. Chain cables ranged and equipment examined. Bow down, seaboard beams, and keels to metal line caulked. Planking removed for survey replaced with deal and fastened as before. Buzzer braces rebolted where required. Five shifts of deck on the starboard side, three on the port side, and the ends at the after part of main hatch removed. New pumps covering, and the wood chocks at the steps of

Present Condition of the		P.T.O. The	
Decks	good	Transoms	fair
Waterways	do	Minists & Molls	good
Comings	do	Breasthooks and Stemson	do
Upper Deck Beams & Fastenings	good	Transoms, Pointers, and Crutches	do
Lower Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do
Plank sheers	good	Ditto Ditto at other places	do
Sheerstrakes	do	Keelsons	good
Topsides	do	Clamps and Shelves	do
Wales	do	Ceiling	do
Plank (Bottom) and Counter	good	Rudder	do
Engine Room Skylights	—	Copper (or Y.M.) on f.	When put on 1862
Coal Bunker, Openings, Lids, &c.	—	Caulking of	—
Scuppers	good	Bottom, Deck, & Waterways	good
Cargo and Main Hatchways	good	Windlass and Capstan	good
Hatches	good	Pumps	do
		Boats	do
		Masts, Yards, &c.	good
		Condition, how ascertained	examination
		Sails	complete
		Anchors No. of	3 1/2, 10, 2 1/2
		Cables	complete & good
		Hawsers and Warps	good
		Standing & Running Rigging	good

General Observations, Opinion as to Class, &c. Being now in good and efficient condition and the requirements of the Rules for continuation under Section 45 having been complied with we are of opinion she is eligible for a raise of class and continued for the period allowed by the Rules

The Amount of Entry Fee £ 5 : : : received by me,
 22/3/82 Special £ 10 : 10 : 0 23/3/82
 Certificate (if required) to be sent as per margin... } £ : 5 : 0
 (Travelling Expenses, if any, & none charged)

Committee's Minute 23rd March 1882
 Character assigned Raised to 17A-1. S.S. 1882
14x16 3/4 in Plat Cont 11A-1 from 1883 - C.F. - H.I. 82

LON607-0503



The Surveyors are requested not to write on or below the space for Committee's Minute.

Insert Character precisely as in Register Book.

41272 Lon

The main and Huggin's marks measured, and the ceiling stained and made good with new where required. Discoloured with yellow spots on felt to former bright. Respecting the application made to the Committee, for an improved class for this forest, it was found that upon the planing being rubbed and scraped bright from the sawn side to the light line, that it was of Teak, with the exception of one short boarding and two shafts ^{boards} on the front side, and one boarding and one shaft on the starboard side which were of ^{front side} ~~front side~~ ^{front side} ~~front side~~ in good condition. The remainder of the planing from light line to the head ^{front side} is also of ~~front side~~ ^{front side} ~~front side~~ ^{front side} in good condition, and the ridge plate and frames in way of the planing removed as required by survey was found to be in good preservation. Seeing that there is so large a proportion of 16 years material and only a few planks of the 12 years grade, we are of opinion this case merits the favorable consideration of the Committee for one year improved class under the usual material rule and may be marked 14 and 16 years material

Wm. M. M. M.
 Will^{ms} C. Davey