

REPORT of SURVEY for REPAIRS.

Rec 1/3/67

No. 2797 Survey held at Cardiff Date 1st Feb 1867

on the Iron Barque Knowsley Master Robert Robertson

Tonnage 647 Built at Pullion When built in 1864

By whom built Oswald Owners Shallcross & Co

Port belonging to Liverpool Destined Voyage South America

If Surveyed Afloat or in Dry Dock Messrs C. Hill & Sons Dry Dock & Afloat

Last Survey, No. 3834 Port ~~Ships~~ Classed A. 1.

REPAIRS

Removed the lower part of stem from scarp of keel up to 10 feet mark, scarp cut from 10 feet to 12 feet 2 ins. Also removed fine fore plates on each side broken at after edge or angle of stem, also two outside plates not broken, to get out the inner plates which were broken. Also removed part of keelson in fore compartment, and connecting plates of stringer, fit and fix new lower part of stem with 2 feet 2 inches scarp, fine stem plates on each side forward on each side and replaced two outside plates taken off to get at inner ones. Replaced keelson in fore compartment also connecting pieces of stringer plates taken out to get rivets in. The whole properly rivetted and made good and efficient as heretofore. Also cemented as before in fore compartment. Rivetting all examined the hull being scraped clean all over outside. Several rivets found corroded on the outside all driven out and secured with some rivets in rudder secured Limberboards, and ceiling secured equal to one stroke on each side all fine and aft. Cement in Bottom inspected and tested by Clipping and where removed forward for putting in new plates, found sound and good and adhering firmly to the plating, and plating underneath free from corrosion or rust. All rivets where seen found good, except some at about light water mark on each side amidship, about their mast, with some in Rudder all of which have been renewed. Keelson examined and found free from any appearance of working. With all the beam and fastenings quite fast and firm, having no visible movement.

| Decks | Good | Keelsons | Rivets | Good | Windlass and Capstan | Good |
|-------------------------------|--------------|--|--------------------------|----------------------------|-------------------------|------|
| Waterways | B | Breasthooks and Stemson | B | Pumps | Two Metal | B |
| Comings | B | Transoms, Pointers, and Crutches | B | Boats | | B |
| Upper Deck Beams & Fastenings | B | Angle Bars | B | Masts, Yards, &c. | | B |
| Lower Deck Beams & Fastenings | B | Timbers of the Frame at the openings | B | Condition, how ascertained | examined | B |
| Planksheers | B | Ditto Ditto at other places | B | Sails | well found | B |
| Sheerstrakes | Plating good | Keelsons | B | Anchors | No. of 3 Bower 1 Stream | B |
| Topsides | Just new | Clamps and Shells | B | Cables | complete | B |
| Wales | | Ceiling | B | Hawsers and Warps | sufficient | B |
| Plank (Bottom) and Counter | | Rudder | B | Standing & Running Rigging | | B |
| | | Copper Bottom | When put on 1st Feb 1867 | | | |
| | | Caulking of Bottom, Deck, & Waterways. | Good | | | |

General Observations and Opinion,

This vessel being surveyed in accordance with 1st Survey for Iron Ships, and all the parts exposed found in good condition very free from corrosion, or any straining or starting in any part visible, I am of opinion she may be continued as Classed A. 1. (S. S. No. 1. 1867)

The Amount of Fee.....£ 2 : 0 : 0 is received by me.

Special..... 2 : 2 : 0

Certificate (if required) : :

Committee's Minute 1st March 1867

Character assigned

A 1

S. S. No. 1. 1867

M. S.



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Lloyd's Register Foundation

IRON 440 - 0363

5353 Iron

She has been scraped clean outside, and inside where practicable, Coated outside with three Coats of Paint and one Coat of Mc Guinness Patent Coating, and inside Coated with Red Lead, and Cemented again where Cement removed for repairs. These repairs were required in consequence of the vessel striking against a Sunken Rock on the West Coast of South America, and in my opinion was prevented from sinking by the strength of her Stern, and the good quality of the Iron of which it was composed.

Henry Hayes,