

19443

# REPORT of SURVEY for REPAIRS.

No. 33 Survey held at London Date 10<sup>th</sup> Nov till 13<sup>th</sup> Dec 1854

on the Ship Polmaise Master J Allen

Tonnage 878 Built at Dundee When built 1853

By whom built Wm Stevens Owners Campbell

Port belonging to Glasgow Destined Voyage Calcutta & China

If Surveyed Afloat or in Dry Dock in Messrs Fletcher's Dock

Last Survey, No. 2001 Port Dundee Classed 14 A 1

REPAIRS at present from damage by striking a reef at the entrance of Port Phillip harbour - all the yellow metal sheathing of the bottom stripped off the keel hung in shores and two lengths each of false - Middle and main Keels renewed with new solid garboards stroke and stroke above it on the starboard side in the way of new keel also 6 planks of 5" and 3 planks of 4" bottom renewed from being damaged or wormed - These new garboards & strokes have been bolted thro' the keel every 4 feet with 1 1/2" yellow metal bolts and Portuguese thro' every 4th floor with yellow metal bolts of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stenson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Keelsons	Sails
Plank sheers	Clamps and Shelves	Anchors No. of
Sheerstrakes	Ceiling	Cables
Topsides	Rudder	Hawsers and Warps
Wales	Copper <u>Ym</u> When put on <u>Nov 1854</u>	Standing & Running Rigging
Plank (Bottom) and Counter	Caulking of Bottom, Deck, & Waterways <u>Good</u>	

General Observations and Opinion,

This vessel is now in efficient Condition and if the Committee do not object to the iron fastening in the garboards & strokes it is fit to remain as classed

The Amount of Fee £ 3 : - is received by me,

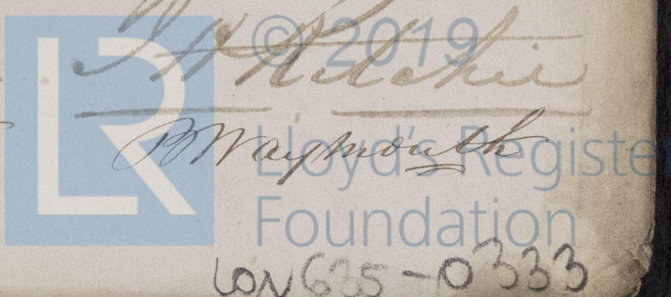
Special..... : :

Certificate (if required) : :

Committee's Minute 29th December 1854

Character assigned

Special Damage

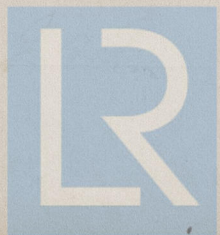




1944 3<sup>rd</sup> son

Same size  $1\frac{1}{8}$ " in addition to the tree nails  
in every floor. The garboard streaks were  
originally fastened with short  $\frac{3}{4}$ " iron bolts, 7 inches  
into the keel and 4 feet apart. The butts of the  
7" Middle Keel were also originally bolted with  
iron bolts. The new Middle Keel has been all  
yellow metal bolted. The bottom has now been  
caulked and sheathed with yellow metal with  
felt above and <sup>upper courses</sup> paper below. The knee of the  
head has been shortened about 5 feet and figure  
rails all refitted. The bowsprit has also been  
shortened. A new breast beam & Cant and front  
bulkhead have been fitted to the joos secured with  
a pair of staple standard iron knees. The top  
gallant fore castle has also been shortened and  
bulkhead fitted. The lower deck has also been  
caulked.

J. H. Ritchie  
W. W. Wymouth



© 2019

Lloyd's Register  
Foundation