

REPORT of SURVEY for REPAIRS.

No. 190 Survey held at London Date Apr 30 to May 15 1855
 on the Ship "Gilmore" Master W Scott
 Tonnage 500 Built at Calcutta When built 1824
 By whom built _____ Owners Fargurson
 Port belonging to London Destined Voyage Sidney
 If Surveyed Afloat or in Dry Dock Messrs Wigram's Dry dock

Last Survey, No. 18187 Port London Classed *-E.L.S.S/48

REPAIRS

Now done, in accordance with the Rule. Sect 60
 The vessel scraped bright from the light water-mark upwards so as to expose the surface of the plank to view. bolts, and treenails driven out for survey
 Repairs now done, The vessel retreenailed from keel to gunwale, upper deck doubled with 2ⁱⁿ Dantziger fir, 5 roughstrees on P^t side and 5 d^t on S^t in the waist renewed with English and African oak, 3 Roughstrees on each side of poop renewed with English and African oak, Roughstree-rail on S^t side in the waist renewed, also on P^t side from gangway to after part of fore rigging, Windlass renewed with English oak, 20 feet of spirketting to upper deck and both sides renewed with Teak, Hawse pipes renewed 18 through-bolts to upper deck knees renewed with iron, one beam arm to lower deck on P^t side renewed also one on the S^t side to upper deck. P. T. O.

Present Condition of the

Decks <u>doubled</u>	Treenails <u>all renewed</u>	Windlass and Capstan <u>good</u>
Waterways <u>" Caulked</u>	Breasthooks and Stemson <u>good</u>	Pumps <u>good</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>3 good</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good where seen</u>	Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings <u>where seen</u>	Keelsons <u>good</u>	Sails <u>good and sufficient</u>
Planksheers <u>good</u>	Clamps and Shelves <u>good</u>	Anchors No. of <u>3 B. 1 S. 1 K</u>
Sheerstrakes <u>caulked</u>	Ceiling <u>good</u>	Cables <u>good and sufficient</u>
Topsides <u>"</u>	Rudder <u>good</u>	Hawsers and Warps <u>good</u>
Wales <u>"</u>	Copper <u>yellow metal</u>	Standing & Running Rigging <u>good</u>
Plank (Bottom) and Counter <u>caulked</u>	When put on <u>now</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways good

This vessel having undergone the whole of the requirements of the Rule. Sect 60, and the repairs now done has made her efficient for the safe conveyance of dry and perishable cargoes to and from all parts of the world, and in our opinion eligible to be reclassified *-E

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

Special..... 5 : 5 : -

Certificate (if required) : 10 : -

Committee's Minute 15 January 1856

Character assigned E.L.S.S asterisk



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Timber strakes through bolted with yellow metal,
through bolts to lower deck knees all renewed with iron
and lower deck sheaf additionally bolted with iron;
false-post renewed with English oak, 5 metal braces
renewed, and bolted through the post with yellow metal
and one metal puntle renewed; false keel all renewed with
Rock Elm of 4^{ins}; Rudder renewed, except the main piece
Jaffrait renewed with English oak, also poop roughster
rail on P^t side; sheer strakes and black strake
additionally bolted with iron; The vessel caulked
from keel to gunwale including the upper deck
gripe additionally bolted with yellow metal, and
the vessel resheathed with yellow metal over doubling
the upper and lower deck bolts and the outside planks
through which they pass, the plank sheers, waterways,
and beams, so far as they can be examined; the
hawse timbers, knight-heads, breast-hooks, and transoms,
the floors and keelsons; the keel and rudder; the
planking outside, and the treenails passing through
from the keel upwards; the ceiling inside, and the
frame and inner surface of the outside planking
where it may be seen; and the sheer and general
form of the vessel appear unaltered.

20/09 Jan

J. J^r Ligo
J. H. Piche



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