

20615

REPORT of SURVEY for REPAIRS.

No. 245 Survey held at London Date July 8th to 26th Sept 1856
on the Ship "Forester" Master Oliver & Co
Tonnage 370 Built at Chepstow When built 1826
By whom built Oliver & Co Owners Oliver & Co
Port belonging to London Destined Voyage
If Surveyed Afloat or in Dry Dock Dukeshore Dry Dock

Last Survey, No. 19418 Port London Classed 11 * AE.1. Clap
REPAIRS now done in accordance with the Rules Sectⁿ (60) The

vessels sides scraped bright from the light water mark to the waterway seam, treenails, and bolts, driven out for survey, and the Topsides, Wales, Quarters, and Forecastle, drifts doubled agreeable to Rule Sectⁿ (68).

The following repairs have been executed viz. - The plank sheers and rough tree rails renewed of C. I. Teak. Sheerstrakes of pitch pine 5 1/2 inches thick and 16 inches broad, being thick enough to take the doubling, also a strake in the upper courses of bottom on each side of C. I. Teak 5 inches thick being thick enough to receive the doubling, two shifts of 3 inch plank renewed of C. Oak in each buttock, three shifts of topside on the Port side and four on the -
Present Condition of the P. J. O.

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>Y. M.</u> When put on <u>Now done</u>	Standing & Running Rigging
Plank (Bottom) and Counter		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. good where seen.

This vessel has now been surveyed in accordance with the rules Sectⁿ (60) and (68), is in good and efficient condition fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world, and in our opinion eligible to be re-classed * AE.1. and marked S.S. from this date.

The Amount of Fee.....£ 1 : - : - is received by me,

Special..... 5 : 5 : -

Certificate (if required)

Committee's Minute 7th September 1856

Character assigned AE.1 asterisk
S.S. 5th
Good repairs

Thos. McNaum
H. J. Booldes



© 2019
Lloyd's Register
Foundation

Change Special 2.2.0

LON 627-0310

20615Ln

Starboard of Santa fe, one shift of 4 inch plank with C. Oak on the Port side, and one shift of 10 inch plank 5 inches thick on the Starboard, six top timbers renewed on the Starboard and on the Port side, with C. Oak, all the trenails renewed for six strakes below the 10 inch plank to the plank sheen, before the doubling was put on being 16 strakes, and composed of 2 Santa fe, C. Oak, and C. J. Oak, fastened with galvanized dunnage and through bolts from 18 inches above the metal line, with yellow metal below, having one bolt in ^{each} butt and one 5 feet apart through clenched, and laid on felt, all the upper and lower deck binding bolts renewed of galvanized iron above the metal line, and yellow metal below; limber strakes fastened with one bolt on each floor of yellow metal through and clenched, six rougher timbers renewed in each side with C. Oak, two hold beams of Batt. Oak, twenty feet of Stern post, eight feet of inner post and the wing transom renewed with C. Oak, and a new rudder trunk fitted, one crutch renewed aft and two iron pointers to wing transom, two beam ends new of C. Oak, rudder, pintles and braces refitted, one iron breast hook added to Fore, main, and Mizzen channels refitted, chain plates and preventer bolts renewed, head rails cheeks and timbers refitted, bolsters renewed and hawse pipes refitted, yellow metal sheathing stripped off, ship hung in shores and caulked from keel to waterway seam, and the yellow metal renewed on felt

"The upper or main deck and comings, the upper and lower deck bolts, and the outside planks through which they pass, the planks, waterways, and beams, so far as they can be examined; hawse timbers, knight heads, breasthooks, and transoms; the floor keelsons; the keel and rudder, the planking outside and the trees passing through from the light water mark upwards; the ceiling inside, and the frame and inner surface of the outside planking where it can be seen appear in good condition, and the sheer and general form of the ship unaltered."



© 2019

Royal Naval School of Maritime Studies
H. B. Woods