

REPORT of SURVEY for REPAIRS.

No. 58 on the Sw. "Anemone" Survey held at Whitstable Date 26th Oct^r & 3rd Nov^r 1859
 Master J. Hoult
 Tonnage 241 Built at Sunderland When built 1849
 By whom built _____ Owners C. Hoult & Co
 Port belonging to Whitstable Destined Voyage not fixed
 If Surveyed Afloat or in Dry Dock Afloat & on the Mure at Whitstable harbour

Recd. 11.11.59

Last Survey, No. 151 Port Ipsewich Classed 8 A Capred

REPAIRS Survey held for the purpose of continuation under Rule Sect⁵⁴ but its requirements not complied with - Outside planking brightened from metal line upwards including Plank sheers and Waterways, - Yellow metal not stripped to light water line and stapes made only on the Port side for the examination of Wales and Buttock planks, some bolts and Treennails driven out on both sides amidships, the latter found good, the upper deck bolts somewhat wasted and require renewing, Beams, Breasthooks, Transoms and Keelson good, one plank of Blackstrake on the Port side fore side of ballast port found defective, a 13 feet length taken out by the owner and the fore end thereof still defective and making bad shipping of bolts, 3 Top timbers in this space found defective and one partially so, upper edge of Wale plank below removed part of Blackstrake partly defective, Examined Timbers inside in air courses (which have been sometime closed) amidships and found 4 timbers defective on the Port side (about 5 timbers between them good) not seen at the end on either side, and not examined on the starboard side outside the vessel lying that side towards the Quay, one plank of Topside fore side of fore chain on the Port side defective but not fully examined for want of stapes, at this stage of the survey the owner declined proceeding therewith and has since notified his intention of proceeding to the North to complete the survey

now examined from metal line to gunwale

Wm. L. Davey
Edward Holloway

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good where seen</u>	(Please turn over)
Waterways	<u>do</u>	Breasthooks and Stemson	<u>Good</u>	Windlass and Capstan <u>Good</u>
Comings	<u>do</u>	Transoms, Pointers, and Crutches	<u>do</u>	Pumps <u>2 of Iron</u>
Upper Deck Beams & Fastenings	<u>Beams good</u>	Timbers of the Frame	<u>not fully examined</u>	Boats <u>2</u>
Lower Deck Beams & Fastenings	<u>both repaired</u>	Keelsons	<u>good</u>	Masts, Yards, &c. <u>new for mast & 5 yards</u>
Plank sheers	<u>do</u>	Clamps and Shelves	<u>do</u>	Sails <u>1 new suit & 3 good do</u>
Sheerstrakes	<u>not examined</u>	Ceiling	<u>do</u>	Anchors No. of <u>3 B. 1 S & 1 K</u>
Topsides	<u>do</u>	Rudder	<u>do</u>	Cables <u>Complete</u>
Wales	<u>part examined</u>	Copper <u>1 lb on felt</u> When put on <u>1835</u>		Hawsers and Warps <u>Supp</u>
Plank (Bottom) and Counter	<u>not seen</u>			Standing & Running Rigging <u>good</u>

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Not tested

The owner having at present declined performing the requirements for the survey for Classification I beg respectfully to recommend that her character be as at present suspended until fully surveyed

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

Special.....£ : : :-

Certificate (if required) : :

Committee's Minute 18th November 1859

Character assigned Repaired

Wm. L. Davey



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Lloyd's Register
Foundation
LON 641-0419

22758 Lon

on the owner declining to proceed with the survey gave him
written recommendations as follows that if the A1 or A1
in Bce character be desired the vessel be placed on blocks
on the ways or in dry dock. The Yellow metal stripped off to
the light water marks all fore and aft and the plating there
brightened, stem and stern post scraped bright. Starboard side
to be examined by Greenails and bolts being driven out and
proper stapes made there as also on the Port side for examina-
tion of Topsides and Sheerstrakes. Defective planks of Black-
strake on the port side removed to its butt. Defective port
of upper edge of wale strake cut out. Greenails at bow and
buttocks driven out for examination. Defective parts of Lin-
bers removed for further examination. Throat bolts of upper deck
Hanging knees renewed and new and old caulking fairly tested
before she is reported for classification -

Will^m C. Davey



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