

# REPORT of SURVEY for REPAIRS.

23108

No. 467 Survey held at London Date March 23<sup>rd</sup> to Apr 4<sup>th</sup> 1860  
on the Barque "Amaranth" Master Ransom  
Tonnage 337<sup>1</sup>/<sub>2</sub> Built at Sunderland When built 1846  
By whom built \_\_\_\_\_ Owners J. Walter  
Port belonging to Scarborough Destined Voyage Ascension St Helena  
If Surveyed Afloat or in Dry Dock New Crane Dry Dock and London Dock

Last Survey, No. 22494 Port London Classed Per 1/34 for 5 1/2

REPAIRS now done in accordance with the Rules Sec<sup>t</sup> 54, for Continuation  
The vessel placed in dry dock, and scraped bright from the light  
water-marks upwards including the planks and waterways, bolts,  
and a great quantity of treenails driven out for survey.  
The following repairs have now been done, viz: - 10 planks of  
Ceiling in hold on each side, mostly forward and extending to  
midships renewed of Pitch pine and Cantzic fir, a stemson once  
added of Cantzic oak and metal bolted below metal line,  
new oak cheeks fitted in the hold and iron hook refitted on a  
and metal bolted, upper deck hook and cheeks renewed of Cantzic  
and English oak, and iron bolted; Chocks to lower deck hook renewed  
and iron bolted, most of the throat bolts of iron hanging timbers  
to hold beams renewed of iron, hawse pipes taken out and refitted  
on new Chocks, vessel covered from keel to metal line and forward  
in way of new hawse Chocks, yellow metal renewed on felt.

## Present Condition of the

Decks <u>good</u>	Treenails <u>good where seen.</u>	Windlass and Capstan <u>good</u>
Waterways <u>"</u>	Breasthooks and Stemson <u>"</u>	Pumps <u>good and complete</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches <u>"</u>	Boats <u>"</u>
Upper Deck Beams & Fastenings <u>good where seen</u>	Timbers of the Frame <u>"</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>partly renewed</u>	Keelsons <u>"</u>	Sails <u>"</u>
Planksheers <u>good</u>	Clamps and Shelves <u>"</u>	Anchors No. of <u>"</u>
Sheerstrakes <u>"</u>	Ceiling <u>repaired</u>	Cables <u>"</u>
Topsides <u>"</u>	Rudder <u>good</u>	Hawsers and Warps <u>"</u>
Wales <u>"</u>	Copper <u>g.m. When put on now a fine</u>	Standing & Running Rigging <u>"</u>
Plank (Bottom) and Counter <u>good and painted</u>		

## General Observations and Opinion,

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

This vessel having undergone the whole of the requirements of the Rules  
Sec<sup>t</sup> 54 (and treenails driven out to the extent required by Sec<sup>t</sup> 60, the Owner  
stating he would make an application to the Committee for an extension of  
time on the Class A1 in red) and having been efficiently repaired. We are  
of opinion she is eligible to be continued for the period allowed by the Rules  
A1 for 2 years from 1858 and beg to recommend her to the favorable consideration  
The Amount of Fee.....£ 4 : : is received by me, of the Committee hereafter.

Special..... 4 : 4 :

Certificate (if required) : 5 :

Committee's Minute 1<sup>st</sup> May 1860

Character assigned Cont A 1 for 2 years from 1859

Charge for extra attendance £ 1 : 1 : 0



"

23108 ton

The upper or main deck and Comings, the upper and lower deck bolts and the outside planks through which they pass, the plankers, waterways and beams, so far as they can be examined, the house timbers, masts, heads, breast-hooks and transoms, the floors and keelson, keel and rudder, the windlass, the planking outside and inside, and the ironails, the frame and inner surface of the outside planking where it could be seen, and the general form of vessel appeared in good condition.

J. F. P. Light



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Foundation