

# REPORT of SURVEY for REPAIRS.

23724

No. 522 on the Ship "Julia" Master T. Strickland  
 Survey held at London Date Sep. 25/60 to Feb. 28/61  
 Tonnage 1035 Built at Quebec When built 1852  
 By whom built C. Gunn Owners C. Gunn  
 Port belonging to London Destined Voyage New Orleans  
 If Surveyed Afloat or in Dry Dock Messrs Green's Dry Dock & Co. Dry Dock

Last Survey, No. 20575 Port London Classed C.A.1. Omitter

REPAIRS now done in accordance with the Rules Sec. 60 p. 1. The vessel scraped bright from the light water-marks upwards including the plank sheers and waterways, bolts and treenails in N. as p. Rule driven out for survey also opened at the bilges on the inside by the removal of a strake of plank on each side for the examination of frame in compliance with the requirements of Sec. 63. and found good. The following repairs are now done. Bottom diagonally doubled with 2 1/2 inch oak-elm on felt. The vessel hung in slaves and caulked first. The two lower strakes of doubling are gone & aff. and the upper part finished by a gone & aff. strake. The whole fastened with greenails and worked on by metal damps, and the butts

Decks <u>renewed of pitch pine</u>	Treenails <u>renewed above doubling and in the doubling</u>	Windlass and Capstan <u>renewed of Te. Oak</u>
Waterways <u>good</u>	Breasthooks and Stemson <u>good</u>	Pumps <u>repaired</u>
Comings <u>good renewed</u>	Transoms, Pointers, and Crutches <u>"</u>	Boats <u>good and sufficient</u>
Upper Deck Beams & Fastenings <u>good &amp; renewed</u>	Timbers of the Frame <u>good where seen</u>	Masts, Yards, &c. <u>two fore mast. mizen and bowsprit &amp; other spars good &amp; complete</u>
Lower Deck Beams & Fastenings <u>good &amp; renewed</u>	Keelsons <u>extra through bolted &amp; B</u>	Sails <u>good &amp; complete</u>
Plank sheers <u>good</u>	Clamps and Shelves <u>good where seen</u>	Anchors No. of <u>"</u>
Sheerstrakes <u>"</u>	Ceiling <u>"</u>	Cables <u>good &amp; complete</u>
Topsides <u>"</u>	Rudder <u>renewed of America Oak</u>	Hawsers and Warps <u>"</u>
Wales <u>"</u>	Copper <u>renewed of America Oak</u>	Standing & Running Rigging <u>new of wire</u>
Plank (Bottom) and Counter <u>good &amp; doubled on felt</u>	Caulking of Bottom, Deck, & Waterways. <u>good where tested</u>	

General Observations and Opinion, This vessel having been repaired efficiently, and in compliance with the Rules Sec. 60 & 63 and being now fit to carry dry and perishable cargoes to and from all parts of the world, we are of opinion she is eligible for reclassing

The Amount of Fee.....£ 3 : - : - is received by me, A. I. in Recd. and marked for opening S.S. - 57

Special..... 7 : 7 : -  
 Certificate (if required) : 5 : -

Committee's Minute 22<sup>nd</sup> February 1861  
 Character assigned A. I. in Recd.

Paul Corn & Son: I recd repair  
 cont. 7 March 1861  
 cont. 1 for 2 years from 1858  
 to retain A. I. in Recd.  
 until repairs of 1861-62

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metal through bolted, vessel retreenailed from the upper part of Doubling to gunwale, Nelson, <sup>stem and keel</sup> of head, extra through bolted with <sup>in</sup> 1/2 Iron.

(The Nelson at alternate floors) 4 planks of topsides and 3 of sheerstrake renewed of pitch pine, 3 after hoods of buttocks on the port side and 5 on the Starboard side, renewed of pitch pine, upper part of stem post and main piece of rudder renewed of American Oak, two pieces of hog Nelson renewed, part new hold pillars, an iron breast hook added under the bowsprit lower part of stem post, <sup>and stem</sup> extra iron bolted, 4 deck beams renewed and two ends scarfed of American Oak two others clamped with 6" American Oak. One piece of inner waterway on the port bow renewed of pitch pine, upper deck from the poop forward renewed of pitch pine, Windlass bits, Windlass, and sole pieces renewed of American Oak (Windlass of English Oak) false Bul added, new fore mast, main mast & Bowsprit, the masts shipped and the Channels and plates altered, Chocks on fore castle covering board partly renewed stern berthing, head fittings, poop drips, rails & berthing repaired, rudder braces recast and fitted over the new Doubling, all the hook and Crutch bolts down through the Doubling and Clecher, and of metal below metal line, also the throat bolts of rudders renewed through the Doubling of metal (the next bolt below renewed fore & aft of iron on the bottom before doubler, Poop covering board on the port side repaired, and one new poop beam of pitch pine, vessel Caulked over all and sheathed with yellow metal, new standing rigging of wire, new mast steps and most of the spars renewed, main hatch way Comings renewed and a house fitted on deck.

J. P. Light.



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