

23833

Continuation REPORT of SURVEY for REPAIRS.

No. 418 Survey held at London Date Feb to Apr 6 1861
 on the ship "Hornet" Master Pryme
 Tonnage 1136 Built at S. John When built 1833
 By whom built _____ Owners G. Marshall
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Rep^d Sletchers Dry Dock

Last Survey, No. 22727 Port London Classed 7 A. 1.

REPAIRS now done, the yellow metal sheathing stripped off the bottom, and in accordance with the Rules Sections 54 & 63 her sides scraped bright extending from the light water mark to the waterway seams. Treennails and bolts driven out, opened at the bilges fore and aft inside, all the wood sheathing stripped off, and all other requirements of the Rules attended to -

She has been thoroughly Caulked from the keel to the Gunwale, her bottom and a portion of her wales doubled with 2 1/2 American Elm of the best quality, on self fastened with 5/8 & 7/8 Yellow Metal clumps alternately spaced 2' 0" apart on an edge. the doubling is worked diagonally, excepting in midships where it is worked vertically, the two strakes near the keel and the top strake longitudinally. the upper strake is 3 1/2 thick at the top edge, the lower strake 4 & the best 3 - the

Present Condition of the	Decks	Good	Treenails	_____	Windlass and Capstan	_____
	Waterways	Scraped & painted	Breasthooks and Stemson	_____	Pumps	_____
	Comings	Good	Transoms, Pointers, and Crutches	_____	Boats	Good and efficient
	Upper Deck Beams & Fastenings	Good	Timbers of the Frame	Good where seen	Masts, Yards, &c.	New main
	Lower Deck Beams & Fastenings		Keelsons	seen	Sails	
	Planksheers	_____	Clamps and Shelves	_____	Anchors	No. of _____
	Sheerstrakes	_____	Ceiling	_____	Cables	_____
	Topsides	Scraped & Caulked	Bulldog	_____	Hawsers and Warps	_____
	Wales	_____	Yellow Metal on Paper	_____	Standing & Running Rigging	_____
	Plank (Bottom) and Counter	Caulked	Copper	When put on <u>new</u>		

General Observations and Opinion

Caulking of Bottom, Deck, & Waterways. Very good where tested -
The Rules Sections 54 & 63 have been fully complied with - She is now fit in our opinion to be Continued for two years A. 1. from 1860 and to be marked S. S. 1861 in the Registry Book -

The Amount of Fee.....£ 5 : - : is received by me,

Special..... 6 : 6 : {

Certificate (if required) : :

Committee's Minute 9th April 1861

Character assigned Cont^d 1 for 2 Years from 1860
S. S. 1861 = 5 Years
record repair



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Lloyd's Register
Foundation

LON644-0118

Upper edge of the doubling is grubbed in $1\frac{1}{2}$ ^{ins}, and at the wood ends and keel seam it is housed its full thickness, all butts of the doubling where there was any strain have been thro' bolted with $\frac{3}{4}$ Yellow Metal bolts on rings, and in the hollow form of the keel at the ends, 10 clumps have been used; in addition to these fastenings all the butts have two trenails $1\frac{3}{8}$ Dia. each plank has three thro' trenails in the lower deck clamp and there is a large number of trenails $1\frac{3}{8} \times 21$ driven in the flats and the longitudinal planks of doubling - and there are three thro' trenails in each plank between the lower deck clamps and the keel; all the Braces except the lower one renewed with Yellow Metal; the doubling has been thoroughly Caulked and sheathed with Yellow Metal on Paper -

The upper deck and Cornings, the upper and lower deck bolts, and the planks thro' which they pass, all the timbers of the frame, the blanking inside and outside the keelson, keel, Rudder, windlass, beams, and all other portions of the ship where seen are in good condition - Her sheer and form remain unaltered -

B. Weymouth
J. R. Fletcher