

# REPORT of SURVEY for REPAIRS.

No.            Survey held at London Date Oct 4<sup>th</sup> to Dec 13<sup>th</sup> 1861  
 on the Barge "Kate" Master Loutitt  
 Tonnage 706 Built at Quebec When built 1848  
 By whom built            Owners Marshall  
 Port belonging to London Destined Voyage           

If Surveyed Afloat or in Dry Dock King & Queen Dry Dock & London Dock.

Last Survey, No. 23230 Port Pousoe Classed C. 5, D. 1 Ship omitted  
S.S. 60-5 yrs

REPAIRS How done, her bottom sighted and found in good condition; her outside planking scraped bright from the metal sheathing to the waterway frame, trenails and bolts driven out for survey, two consecutive lengths of sheer strake taken out each side in midships, and an additional plank on the starboard side, also of sheer strake, in the after body; eight consecutive upper deck beams from the main hatch forward and their lodging knees (of wood) taken out; the timbers of the frame where thus exposed examined and found quite good. Planking has been split out forward and aft in the tween decks to complete the examination of all the top timbers fore and aft, so that she has been exposed fore and aft & equal to the removal of an entire strake of plank both sides, timbers all good where seen; her buttocks were opened in 1860 previous to doubling and found good, the transoms have all been bored now and found good, all the beam ends, excepting those renewed bored and found good. P. I. O.

Present Condition of the

Decks <u>part new, caulked</u>	Trenails <u>part new</u>	Windlass and Capstan <u>examined, good</u>
Waterways <u>caulked &amp; scraped</u>	Breasthooks and Stemson <u>good</u>	Pumps <u>new funnel fitted</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>good &amp; suff.</u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame <u>good</u>	Masts, Yards, &c. <u>good &amp; suff.</u>
Lower Deck Beams & Fastenings <u>good</u>	Keelsons <u>good</u>	Sails <u>good &amp; suff.</u>
Plank sheers <u>scraped and</u>	Clamps and Shelves <u>good</u>	Anchors No. of <u>3/3. 1/8. 1/16</u>
Sheerstrakes <u>caulked</u>	Ceiling <u>good</u>	Cables <u>275 fath of 1 3/4 &amp; 1 1/2</u>
Topsides <u>caulked</u>	Rudder <u>good</u>	Hawsers and Warps <u>good &amp; suff.</u>
Wales <u>caulked</u>	Copper <u>metal</u>	Standing & Running Rigging <u>refitted</u>
Plank (Bottom) and Counter <u>doubled</u>	When put on <u>1860</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

The second Rule of Section 60 has been complied with excepting the opening at the bilges and the buttocks which was done last year, and the bottom doubled. She is a good ship fit in my opinion for the safe conveyance of dry and perishable cargoes to and from all parts of the world and to be Classed Red A. 1.  
 The yellow metal sheathing renewed in 1860.

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

Special..... 5: 5: }

Certificate (if required) : 5: }

Committee's Minute 13<sup>th</sup> December 1861

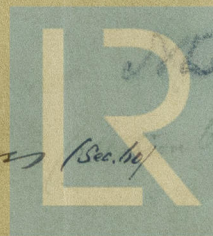
Character assigned A 1 in Red

S.S. 60-3 years (Sec. 60)

Com. Com. Min. 23 Jan 1862

S.S. 61-3 years

1 record repair



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 Comm. Min. 25 March 1862  
S.S. 61-5 years (Sec. 60)

(See Com. Min. 23 Jan 1862)



24323 Lon.

The following repairs have now been effected. viz. - Nine upper deck beams renewed with second hand African Oak, a portion of the lodging knees taken down refitted, the remainder replaced by iron ones. One length of Carboard upper deck shelf and one length of Carboard upper deck waterway renewed with Pitch Pine, the inner waterway from midships forward renewed with Pitch Pine, all the midship upper deck from the Grain Hatch forward renewed with Yellow Pine, and all the remaining original weather deck renewed, all original trunnels found in the topsides renewed with Australian Hard Wood, the Starboard Quarter timber and some after hoods of the Jrap drifts each side renewed with Pitch Pine, several Chain bolts renewed the sheer strakes, plank and waterways of the Jrap nearly all new, the planks in the sheerstrake new of Pitch Pine, many shifts of the Forecastle drifts renewed with Dantzia Oak, the Head rails refastened the upper deck waterways additionally bolted with long iron bolts passing thro' them into the upper deck clamps, a portion of the upper deck hanging knees refastened, and her topsides and upper deck Caulked -

The upper deck and Comings, the upper and lower deck bolts and the planks thro' which they pass, the timbers of the frame, the beams, planking inside and outside, the Keelsons, Stem, Apron, Knightheads Stern Post Rudder, and all other portions of the vessel where seen are in good condition - Her sheer and form remain unaltered -

B. Weymouth

J. R. Ritchie

Her upper deck is renewed from the Jrap forward part in 1838, - 1860 and what remained of the original now renewed, as shown in the Report -

B. Weymouth



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