

REPORT of SURVEY for REPAIRS.

No. 381 on the Ship "Holmesdale" Survey held at London Date 11th July till 9th Aug 1862
 Master W^m Ferris
 Tonnage 1257 Built at Sunderland When built 1858
 By whom built Phillipps & Co Owners
 Port belonging to London Destined Voyage India
 If Surveyed Afloat or in Dry Dock in Messrs Greens lower Dock

Last Survey No. 24767 Port London Classed 13 A 1

REPAIRS

This Vessel had been repairing under Mr Martins Survey, when he left London for the Shipbuilding Ports in the North; and I found her in the following State - all the fore hoods of Ceiling & Clamps on the Port side in the hold removed as far aft as the fore hatch and on the Starboard side all the fore hoods of Ceiling and one fore hood of Clamps removed and as far aft as the fore hatch, and several timbers and chocks that were found defective being split out - a listing had also been put in the Ceiling above the bilges on both sides all fore & aft - And outside I found a fore hood & an after hood of bottom plank split out and on the Starboard side 3 lengths of 1 over

Present Condition of the

Decks	Good	Treenails	all new except 1st and 2nd	Windlass and Capstan	Good
Waterways	Do	Breasthooks and Stenson	Good	Pumps	Do
Comings	Do	Transoms, Pointers, and Crutches	Do	Boats	Sufficient
Upper Deck Beams & Fastenings	firm	Timbers of the Frame	good like new	Masts, Yards, &c.	Do
Lower Deck Beams & Fastenings	firm	Keelsons	Good	Sails	Do
Planksheers	Good	Clamps and Shells	Do	Anchors No. of	Do
Sheerstrakes	Part new all Good	Ceiling	new fore & aft test	Cables	3
Topsides	Do Do	Rudder	good	Hawsers and Warps	Sufficient
Wales	Do	Copper	Ym When put on Aug 1862	Standing & Running Rigging	Do
Plank (Bottom) and Counter	Do				

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

This Vessel has now been efficiently repaired and is in my Opinion fit to remain as Classed

The Amount of Fee.....£ 3 : — : is received by me,

Special.....£ 10 : 10 : 0

Certificate (if required)

Committee's Minute 9th September 1862

Character assigned



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NON 646-0077

3 lengths of topside Planks in the range of the Side Scuttles from the Middle of the Main Channel forward also 2 lengths of topsides from Midships to the fore part of fore Channel and one length of sheer strake in the way of fore Channel and two lengths of sheer strake from behind fore to behind the Main Channel. 2 lengths upper topside plank in the way of the Poop and one plank on the buttocks - And on the Port side the following outside Planks had been removed 4 lengths of upper strakes of topsides, three lengths topsides in the range of side Scuttles, one length of lower ^{or upper} sheer strake in the way of fore Channel, the house pipes out & chocks removed and the strake of topsides between the house holes and forward of them split out and all the old trenails being bored out except in the flat amidships - In addition to the above mentioned Planks two lengths of the upper Course of bottom on the Starboard side and one length on the Starboard side have been split out to examine the frame which was found sound with the exception of a slight defect in one on Starboard side all the above enumerated Planks have been removed that the following timbers might be renewed viz -

Forward		Aft	
Starboard side	Starboard side	Starboard side	Starboard side
11 - 1 st & 2 nd Full ^{rs}	14. 1 st & 2 nd Full ^{rs}	1 Cant beam Full ^{rs}	15 - 1 st & 2 nd Full ^{rs}
26 beveling Chocks	23 beveling Chocks	8 - 1 st & 2 nd Full ^{rs}	33 beveling Chocks
all new timbers & te bottom		32 beveling Chocks	1 short top timber
5 Pairs Iron Riders & 1 Crutch		3 Full ^{rs} keel Chocks	
down & refitted and 1 knee refitted aft -			
and 6 Pairs Riders & 3 breasthooks down & refitted & bolted forward			
the outside Planking all renewed of East India Teak except two sheer strakes on the Port side - the Ceiling ^{which are greenheart} of East India Teak except about 10 planks which are green			
The trenails have been renewed large (1 ¹ / ₂ ") and the holes ^{the new} ^{filled} with oil & hair and all trenails are of locust & nearly all			
62 Tons of Rock Salt has been packed in the spaces between the timbers of the frame - The Vessel has been Caulked from the Keel to the gun wale, and the bottom sheathed with yellow metal on dry paper -			