

Damage & Restoration 1st Rule 26162 REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 731 Survey held at London Date Jan² to May 18th 1864
on the Barge Medway Master J. Grienes
Tonnage 612 Built at Scarbro' When built 1845
By whom built _____ Owners G. Marshall
Port belonging to London Destined Voyage Calcutta
If Surveyed Afloat or in Dry Dock Globe Dry Dock & London Dock

Last Survey, No. 24679 Port London Classed 12 A \ Red

REPAIRS how done, the whole of the Yellow Metal Sheathing stripped off her bottom, her sides brightened from the light water mark upwards, two buttress Planks taken out from each side and the strakes of plank which took the upper and lower deck binding bolts and a plank each side inside at the floor heads in midships, several other planks, the Planksheers, and several treennils taken out and all other requirements of the 56th section attended to, excepting the removal of the Port Upper deck Waterway which was renewed in 1842 when the Beams in way of it were examined and found good. And the taking out a strake of plank each side between the light water mark and the wales: the keel being trussed inside and her timbers exposed between them, caused the Committee to sanction these relaxations. Please see the Owners's Letters on these subjects - Renewed consequent upon damage by fire

Present Condition of the

| | | |
|---|--|--|
| Decks <u>Part new, Caulked</u> | Treenails <u>good</u> | Windlass and Capstan <u>examined, good</u> |
| Waterways <u>Caulked, good</u> | Breasthooks and Stenson <u>good</u> | Pumps _____ |
| Comings <u>good</u> | Transoms, Pointers, and Crutches _____ | Boats _____ |
| Upper Deck Beams & Fastenings <u>new</u> | Timbers of the Frame at the openings _____ | Masts, Yards, &c. <u>good & safe</u> |
| Lower Deck Beams & Fastenings <u>new</u> | Ditto Ditto at other places <u>good</u> | Sails _____ |
| Planksheers <u>new</u> | Keelsons _____ | Anchors No. of <u>being tested</u> |
| Sheerstrakes <u>new</u> } <u>Caulked</u> | Clamps and Shelves <u>part new</u> | Cables _____ |
| Topsides <u>part new</u> } <u>good</u> | Ceiling <u>part new</u> | Hawsers and Warps <u>good & safe</u> |
| Wales <u>part new</u> | Rudder <u>Yellow Metal</u> | Standing & Running Rigging <u>refitted</u> |
| Plank (Bottom) and Counter <u>Caulked</u> | Copper or Felt When put on <u>new</u> | |

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

She has now been put into good and efficient Condition, Restored according to Section 56, excepting the relaxations above alluded to. And is fit in our opinion to be classed Restored 1864 for 8 A - Anchors and Chains being tested -

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

Special.....10 : 10 : -

Certificate (if required) : 5 : -

Committee's Minute 24th May 1864

Character assigned Restored for 8 Years

Damage fee £ 5. 5. -



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LON 648 - 0261

On the Starboard side in midships - Eleven 3rd and eleven 4th Buttresses and twelve heel cheeks with English Oak. All the inside Planking in the Hold and 'tween decks, the upper and Lower deck Shelf, the Lower deck waterways ^{and} the trusses in way of them with Teak and Iron Bark. One upper deck, three Lower deck beams and one Hold Beam end, the outside Planking down to the lower part of the wales and the Plank sheer, with Teak and Iron Bark, and three lengths of Plank below the light-Mark with Archangel Larch. Parts of seven Strakes of deck on the Starboard side and several short-ships abaft the Main Hatch with Cowdie and ^{with Red Pine} Red Pine all the Bridship lengths of the Lower deck, and the Main Mast-Partners with Iron - 2 The Lug Plates and Iron knees and the Iron Straps in way of the above enumerated work taken down, refitted and bolted -

The following in consequence of Restoration repairs: Seventeen timbers on the Starboard and twenty four on the Port bow of English Oak and African Oak, the Lower cheek each side with English Oak, the four upper Strakes of sheer Strakes and Topsides, excepting two Carboard and three Starboard after hoods, and two lower Strakes of wale, which take the Lower deck binding bolts; four additional Planks of Topside & wale on the Port bow, and one fore hood of bottom, with Teak, Iron Bark and African Oak. All the Roughtree timbers, two planks in each buttock, the upper deck Plank sheer, and one Starboard beam end to upper deck forward with Teak, Iron Bark, and African Oak - A portion of the Forecastle drifts renewed, a Shelf added to the Forecastle Beams and additional waterway introduced round the bows at the upper deck of French Oak - The Hawse pipes and boxes taken out and refitted, all the upper and Lower deck binding bolts renewed - The vessel Caulked throughout and her bottom resheathed with Yellow Metal on Tallow.

The upper deck and Comings, the upper and Lower deck bolts, the bolts, trenails, the whole of the Planking inside and outside, the frame, Stul, Nelson, beams, Stem, Apron, Knightheads, Stern Post, windlass, ladder, and all other portions of the vessel where seen are in good Condition - Her sheer and form remain unaltered -

B. Weymouth
Hornish



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