

REPORT of SURVEY for REPAIRS.

Change of Owners

No. in Reg. Book. **No.** 96 Survey held at London Date Decr 16th 1864
94 on the Snow Lady Shelbourn Master E. Gascoyne
 Tonnage 230 Built at Alloa When built 1850
 By whom 269 built Owners Re G. Wilkinson & E. Gendell
 Port belonging to London Destined Voyage Alexandria
 If Surveyed Afloat or in Dry Dock "Globe" dry dock and Afloat.

Last Survey, No. 23676 Port London Classed G.A.1. Cont^d 3. A. 1.

REPAIRS

At this date stripped off the whole of the Yellow metal Sheathing Scraped the outside planking bright from the light water marks upwards including the Planksheers and Waterways. Drove out treenails and bolts as Per Rule. (more than six iron bolts from each side in the range of the deck fastenings) one or more treenails from every alternate frame or fourth timber between the Wales and Plank'sheer, the also from every fourth timber twⁿ the Wales and light marks, and from various parts in the bottom, Treenails and Bolts generally proved good. - Split out a strake of Planking all fore and aft above the Wales outside on both sides, also a Short Plank from each Buttlock likewise a 4 in's listing inside all fore and aft both sides in the Ceiling above the Floor heads. The Timbers or Frames where exposed at these places also at the Air Courses and openings proved generally sound and good. likewise the Beams at the ends where bored, proved good. - Unwinding the Windlass, the Main piece is sound. - Renew'd the following

Decks	in good order	Treenails	good	Windlass and Capstan	in good order
Waterways	"	Breasthooks and Stenson	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	Boats	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Sails	"
Planksheers	"	Keelsons	"	Anchors No. of <u>3</u>	"
Sheerstrakes	<u>New planks</u>	Clamps and Shelves	"	Cables	<u>Landed on deck</u>
Topsides	<u>of Seal</u>	Ceiling	"	Hawsers and Warps	"
Wales	"	Rudder	"	Standing & Running Rigging	"
Plank (Bottom) and Counter	"	Copper <u>Yellow Metal</u> When put on <u>now</u>			

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. good.

She has been Survey'd by us in accordance with the 2nd Survey Rule for Continuation and the Second Survey Rule of Sectⁿ 60. and is now fit in our opinion for the favourable consideration of the Committee to be Cont^d G.A.1. from 1859. and at the expiration of that period to be class'd Red A for 6 yrs and to be marked S.S. 1854.

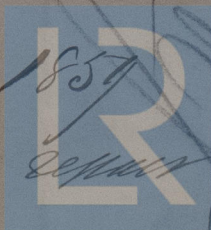
The Amount of Fee.....£ 3 : - : - is received by me,

Special..... 6 : 6 : -

Certificate (if required) - : 5 : -

Committee's Minute 10th June 18 64

Character assigned Cont^d A 1 for 6 Years from 1859



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Lloyd's Register Foundation

LON648-0282

26184 *Lon*

On both *Knightheads*. and on the *Starb^d* Side introduced a New *Top timber* and filling (On the aft side of *Cargo Port*, I likewise seven new *wale planks*. a length below " and an entire *strake* above, a fore hood in the upper *Sheer Strake*, six new *Built Planks*, fore length of *Gunnwale* to raised *poop*. with part of *Rough tree rail*. and seven lengths of *deck planking*. — *Port* side an entire *strake* in the *Wales*. four odd lengths also, — a *strake* above all fore and aft. three *Built planks*, the fore length of *Gunnwale* to *Poep*. with part *Rough tree Rail* in wake of *Rigging* connected. also six lengths of *deck planking*. —

Gave her an entire New *Keelson* all fore and aft, (*Baltimore White Oak* 16 by 11 bolted with $1\frac{1}{2}$ iron bolts through and clenched as per Rule. — Renew'd all the *Chain plate* bolts, and *Preventer plates* with the bolts renew'd. — All *Greenails* and *Bolts* drifted out for inspection. Introduced two up and down bolts (extra) to the ends of the *Hold Beams*. Put in some additional bolts through the *Clamps* on both sides, likewise through the *planking* at *Heels* of *Cant Timbers* aft of *Yellow mesal*. — Repaired and rebolted the *Cutwater* or *Knee* of the *Head*. Renew'd the *Hawse Boxes*, *Chocks*. *Hawsepipes*. Repaired *Bow and Berthing*. Lifted and tested the *Masts* and also the *Bowse*.

Hung her in *Shores*. Caulked from *Keel* to *Gunnwale* with *Deck* and *Wale Seams*. — Repaired the *Rigging*. Ranged the *Chain Cables* on *deck* and as recommended now put on board in addition to former stores 105 fathms of $1\frac{3}{16}$ Ch. to $1\frac{1}{8}$ proved up to 22 $\frac{3}{4}$ tons.

Ordinary 3^d *Anchor* of 8" 2" 0
without *Shank* 10" 2" 14
equal to 10, 13 tons *Ad^d Proof*
as per *Cert^{ft}*

Replastered with *Yellow mesal* on felt. Examined her inside and outside. *Knightheads*. *Hawse Timbers*. *Timbers* of the frame. *Beams*. *Deck*. *Waterways*. *Conings*. *Head ledges*. *Keel*. *Keelsons*. *Bolts*. *Greenails*. together with the *Planks* and *Timbers* through which they pass. Her *Sheer* and *General appearance* proving all good and efficient. We are of opinion she is fit for the conveyance of dry and perishable *Cargoes* to and from all parts of the *World* and eligible to be class'd

Samuel Esquiv.
P. Weymouth



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