

# Continuation 2<sup>nd</sup> Survey 25169 REPORT of SURVEY for REPAIRS. 26272

in Book. No. 25169 Survey held at London Date May 24<sup>th</sup> July 9<sup>th</sup> 1864  
on the Ship "Shannon" Master G. Hill  
Tonnage 732 Built at Sunderland When built 1853  
By whom built \_\_\_\_\_ Owners Blyth & Green  
Port belonging to London Destined Voyage Mauritius  
If Surveyed Afloat or in Dry Dock Young's Dry Dock & West India Dock

Last Survey, No. 25636 Port London Classed 10A1 expired 7.63

REPAIRS Now done, the yellow metal sheathing stripped off the bottom; and in accordance with the second Rule for continuation Sec 54 the sides have been scraped bright from the light mark to the waterway seam, a strake of planking in topsides and a buttock plank each side removed, treenails and bolts driven out, the windlass unhung and stripped, the strake of deck next the waterway each side removed the lower deck beams bored and a 4" listing fore and aft in the hold, and all other requirements attended to.

The following renewed: viz the treenails from the gunwale within two strakes of turn of bilge with Stringy Bark, the strake of topsides each side with Teak, four buttock planks Starboard Side and two on Port with Teak; counter timber each side with Eng. Oak, the main piece of windlass of Eng. Oak, 58 ft of Hog Keelson, American Elm - and the strake of deck next the waterway - an inner waterway added 13" x 11" of Teak, 10-1/8" additional through bolts in bilge and butts of bottom - Yellow Metal - in pairs of vertical iron straps off, lengthened and fitted diagonally from the upper deck clamp to floor heads - the Hawse pipes out and

P. J. O.

Present Condition of the

Decks <u>Caulked</u>	Treenails <u>part new</u>	Windlass and Capstan <u>good</u>
Waterways <u>scraped &amp; Caulked</u> } <u>good</u>	Breasthooks and Stemson	Pumps } <u>good</u>
Omings <u>Caulked</u>	Transoms, Pointers, and Crutches } <u>good</u>	Boats } <u>and</u>
Upper Deck Beams & Fastenings } <u>good</u>	Timbers of the Frame at the openings	Masts, Yards, &c. } <u>sufficient</u>
Lower Deck Beams & Fastenings } <u>good</u>	Ditto Ditto at other places <u>where</u>	Sails } <u>?</u>
Planksheers <u>caulked &amp; scraped</u>	Keelsons	Anchors No. of <u>313 1 S. 2 K.</u>
Sheerstrakes <u>dr dr</u> } <u>good</u>	Clamps and Shelves <u>seen</u>	Cables <u>15 fm new</u> } <u>good</u>
Topsides <u>dr dr</u>	Ceiling	Hawsers and Warps } <u>and</u>
Vales <u>dr dr</u>	Rudder	Standing & Running Rigging } <u>sufficient</u>
Plank (Bottom) and Counter <u>caulked</u>	When put on <u>now</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

The second survey of Sec 54 having been complied with, the vessel put in good and efficient condition and fit for the conveyance of dry cargoes to, and from all parts of the world. We are of opinion that she is eligible to be classed 7. A. 1.

The Amount of Fee.....£ 5 : 0 : - is received by me, from 1863 -

Special..... 6 : 6 : -

Certificate (if required) : 5 : -

Committee's Minute 26<sup>th</sup> July 18 64

Character assigned Cont'd 1 for 7 years from 1863



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Lloyd's Register Foundation

LEN 648-0365

26272 *Ln.*

Naval Woods off and refitted and the Head Tree refitted  
faulked from Keel to the middle line of deck

The chain cables ranged examined and found got  
15 fm of  $1\frac{3}{16}$ " chain supplied to make up deficiency tested  
at the Society's Proving House to 59 tons the Admirals  
Proof ~

The upper deck and comings the upper and  
lower deck bolts and the planks through which they pass, the  
whole of the planking inside and out, the Stem, Apron  
Knee-heads, Sawse timbers, Stern post, Rudder, Keel, Keelson  
Transoms, Windlass, the timbers of the frame and all other  
portions of her where seen, are now in good and efficient  
condition

Her sheer and form remain unaltered ~

B. Weymouth  
Stornice