

# Continuation 2<sup>nd</sup> Rule 25175 REPORT of SURVEY for REPAIRS.

No. in Book. **No.** Survey held at Rotterdam Date 4<sup>th</sup> July to 25<sup>th</sup> 18 64  
Reg. B. 27 on the Barge "Manila" Master A. Alcatena  
Tonnage 436 Built at Newcastle When built 1834  
By whom built 474 Owners A. Rodriguez  
Port belonging to Bilboa Destined Voyage Havana  
If Surveyed Afloat or in Dry Dock In Ship<sup>rs</sup> Smit Dry Dock at Stikerveer

Last Survey, No. 25327 Port Ludg Classed 9 E-1 expired 3.63  
REPAIRS how done according to the 2<sup>nd</sup> Survey Rule of Section 54.  
The yellow metal sheathing stripped off the bottom her  
sides scraped bright from the light-water mark to the  
waterway seam, a listing taken out fore and aft at the bilges  
inside, more than a strake of plank taken out fore and aft  
in the topsides, a buttress plank each side, a strake of deck  
each side ranging from the fore-castle to the quarter deck  
and treenails and bolt taken out as required and the  
Rules in all other respects attended to -  
The following renewed viz - Eight 4<sup>th</sup> Lutlocks and  
nine 13<sup>th</sup> Lutlocks, a portion of nine strakes of inside plank  
extending from the fore mast to the rigger mast and from  
the hold beams downwards, a portion of seven strakes of  
bale bottom and topsides ranging from the fore to the  
main rigging on the port side. The strake completed according  
to Rule, and a strake renewed on the starboard

Present Condition of the

Decks <u>Part new, Caulked</u>	Treenails <u>Part new</u>	Windlass and Capstan <u>Examin'd, good</u>
Waterways <u>Scraped &amp; Caulked</u>	Breasthooks and Stenson	Pumps <u>good</u>
Comings <u>good, Caulked</u>	Transoms, Pointers, and Crutches	Boats <u>good &amp; suff<sup>t</sup></u>
Upper Deck Beams & Fastenings <u>good</u>	Timbers of the Frame at the openings <u>Part new</u>	Masts, Yards, &c. <u>new main &amp; fore</u>
Lower Deck Beams & Fastenings <u>Part new</u>	Ditto Ditto at other places <u>good</u>	Sails <u>2 suits, good</u>
Planksheers	Keelsons	Anchors No. of <u>3 B. 1 S. 2 R.</u>
Sheerstrakes <u>Scraped</u>	Clamps and Shelves <u>good</u>	Cables <u>good &amp; suff<sup>t</sup></u>
Topsides <u>Part new</u>	Ceiling <u>part new</u>	Hawsers and Warps <u>good &amp; suff<sup>t</sup></u>
Wales <u>Part new</u>	Bulldog <u>yellow metal</u>	Standing & Running Rigging <u>sufficient</u>
Plank (Bottom) and Counter <u>Caulked</u>	Copper <u>laminated</u> When put on <u>new</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways.

Good where tested.  
The has now been surveyed according to the 2<sup>nd</sup> Survey  
Rule of Section 54 is put into good and efficient  
Condition and in our opinion to be continued for  
6 years E-1 from 1863 -

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

Also expenses Special..... 28: 7: -

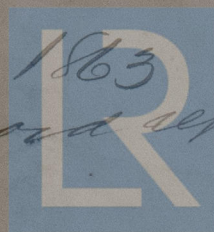
£18. 18. 6 Certificate (if required) 18. 18. 6

Committee's Minute

Character assigned

29<sup>th</sup> July 18 64

Class E-1 for 6 years from 1863



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LCN 618-0372



26279 Lon.

Topside fore and aft, a buttock plank each side, one plank on each bow below consequence upon worm, a portion of one stroke of ceiling in port 'tween decks, and an additional plank on the Starboard quarter all of Phenix Oak - a stroke of upper deck next the upper deck waterway and 7 other planks of deck new of Yellow Pine and Oak - The Windlass stripped examined and found good, the Chain Cables ranged examined and found good and sufficient. Five pairs of Iron hanging knees added to the Hold Beams - supplied with a  $6\frac{1}{2}$  cwt Stream Anchor and two Kedges  $3\frac{1}{2}$  cwt and  $1\frac{1}{2}$  cwt respectively. Both Hawse pipes out, the Starboard one renewed and the port one refitted. All Beams not exposed at their ends by the removal of plank, bored and found good. The upper Dittle of the Rudder taken off and repaired all Butt & new three bolts new of Copper - The vessel Caulked throughout and her bottom resheathed with Yellow Metal on Tarred Paper - The main Mast, Main Yard and Jib boom new - the rigging nearly all refitted - The vessel now salted -

The upper deck and Comings, the upper and lower deck bolts and the planks thro' which they pass the whole of the planking inside and outside, the whole of the timbers of the frame, the Stem, Stern Post, Rudder Keel, Keelson, beam, trunnels, windlass and all other portions of the vessel, where seen are in good condition - Her shear and form remain unaltered

B. W. Maymouth

Spring



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