

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 14 Survey held at London Date June 22<sup>nd</sup> July 30<sup>th</sup> 18 64  
 on the Brig Gambia Master Thos. Hannaford  
 Tonnage 183 Built at Bristol When built 1844.  
 By whom built — Owners Barter & Sangday.  
 Port belonging to London Destined Voyage St Thomas  
 If Surveyed Afloat or in Dry Dock "Fore and aft" dry dock & Afloat.

Last Survey, No. 2629 Port Bristol Classed Rest<sup>d</sup> 5b. 8. A. 1.  
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## 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. Cut out a 4 in<sup>s</sup> lissing all fore and aft on each side in the Ceiling above the Floor heads. Split out a short plank from each buttock, and a stroke of planking fore and aft each side above the Wales. Drove out nearly the whole of the treenails between the Wales and lower part of the bilge; and a good proportion from above the Wales and in other parts. Also iron bolts wherever found in the range of deck. Dred the beam ends. Unhung the Windlass, Stripped off the linings, lifted the timber boards, and opened all the air courses. The Timbers at the openings above the Wales, also at the Buttocks proved sound and good. — Unbolted the knee of the head, the Stem, Stemson since the Port Knighthead. Foremast length of Keelson. Some Planks inside in the Wales and in the bottom, also all ceiling planks, Timbers &c found decay'd with fasten<sup>g</sup> feel Chucks &c, &c, have been split out from both sides. Took off the False Keel. Gave her a New Stem, New Knighthead on the Port side. Foremast length of

Present Condition of the

Decks	in good order	Treenails	part new	good	Windlass and Capstan	in good order
Waterways	"	Breasthooks and Stemson	"	"	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 3	"
Sheerstrakes	"	Clamps and Shelves	"	"	Cables part new	"
Topsides	"	Ceiling	"	"	Hawsers and Warps	"
Wales	"	Rudder efficient	"	"	Standing & Running Rigging	"
Plank (Bottom) and Counter	"	Copper Yel <sup>d</sup> metal on felt When put on now	"	"		

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where tested

She has been Survey'd in accordance with the 1<sup>st</sup> & 2<sup>nd</sup> Rule for Continuation (Sec<sup>n</sup> 54) which has been fully complied with, has been well overhauled and repaired throughout, and is in our opinion now fit for the conveyance of dry and perishable Cargoes to and from all parts of the World. and eligible to be Continued S. A. 1.

The Amount of Fee.....£ 2 : — : — is received by me,

Special..... 6 : 6 : —

Certificate (if required) : 2 : 6

Committee's Minute 5<sup>th</sup> August 18 64

Character assigned Comp<sup>d</sup> 1 for 5 years

Samuel Perrier,

Robt. Shachar



Lloyd's Register Foundation

LOW 648 - 0380



26287 Lon.

Keelson and Stemson Knee all of Eng<sup>n</sup> Oak. Four first futtocks forward on the Starb<sup>d</sup> side, and fifteen Chocks. And at the After end eight first futtocks, and sixteen futtock feet Chocks. — On the Port side two first, and two Second futtocks forward and twelve futtock feet Chocks. and at the After end nine futtocks, and twelve futtock feet Chocks. Renew'd and all of English Oak. In Mid<sup>l</sup>s on the Starb<sup>d</sup> side five New filling Timbers introduced, and some Chocks, fillings, and gore pieces put in on both sides. — Outside two lengths of Planks in the Wales renew'd, and the Strake of Planking above the Wales, Eng<sup>n</sup> Oak, six lengths in the bottom, and short butt<sup>l</sup> plank on the Port side of Baltic Red Pine. — On the Starb<sup>d</sup> side the Strake above the Wales of English Oak. Seven lengths of planking in the bottom and the short butt<sup>l</sup> plank of Baltic Red Pine. — Inside at the fore end sixteen lengths of planking, and twelve lengths at the after end in the lower hold on the Port side. — Starb<sup>d</sup> side twelve lengths at the fore end, a length in Mid<sup>l</sup>s and thirteen lengths aft renew'd. — Scarpl'd a Deck beam on the Port side. Rebuilt and fitted the Knee of the head with Rails, Cheeks, &c & all complete. Face piece to Stem, and short length of Garb<sup>d</sup> Strake both sides at the fore end. — Introduced at the fore end inside two pairs of Riders (diagonally) extending from the Hold beam clamps to Floor heads, and a pair also of iron at the fore end, and all through bolted with yellow Metal. — Put in two new Hooks forward, and an iron Crutch aft, and through bolts to the butts of outside planking where found deficient. Bolts in the heels of Cant Timbers, extra bolts through the Ceiling in various places. — and most of the Greenails renew'd with English Oak, and iron bark. — Replied the Windlafs. Overhauled the Mast, Spars &c and refitted the Rigging. — Hung her in Shores. Caulked over all and recheased with yellow Metal on felk. —

Ranged the Chains on Deck and found thirty fastenings deficient. Supplied her with thirty fms new Chain. It's proved up to 22 <sup>3</sup>/<sub>4</sub> Tons. —

Samuel Resious.

Robt. Strachan

Vide Cert<sup>ific</sup>



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