

26460

Continuation 2nd Rule

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 38 Survey held at London Date 10 Sept. to 3rd Nov. 18 64
 on the Barque "Imogen" Master Not known
 Tonnage 302 Built at Aberdeen When built 1854
 By whom built 247 Owners Sulcomer &
 Port belonging to London Destined Voyage Not fixed
 If Surveyed Afloat or in Dry Dock Quarries dry Dock and London Docks

Last Survey, No. 25812 Port London Classed GAI expires 63

REPAIRS

(Now done) According to the 2nd rule Section 54 The whole of the yellow metal sheathing stripped off Bottom, her side sighted from Light water mark to the waterway beam; A Strake of Sopside plank, and a Buttock plank on each side and a Listing at the Bilges inside split out all fore and aft; the whole of the Sheenails from light water mark to the keel driven out; all Iron bolts driven out of upper deck Shelf, Clamps and throats of iron knees, also Lower deck Spiketitting and beam fastenings; Bowspit lifted, the beam ends bored and all other requirements of the Rule attended to

The following have been renewed, VIZ. A Strake of Sopside plank on each side with English Oak and Seal, A Buttock plank on each side with English Oak; The Sheenails — (P.S.O.)

Present Condition of the

Decks <u>Caulked Good</u>	Treenails <u>Nearly all new</u>	Windlass and Capstan
Waterways <u>Scraped bright</u>	Breasthooks and Stemson <u>Good</u>	Pumps <u>Good and</u>
Comings <u>"</u>	Transoms, Pointers, and Crutches	Boats <u>Sufficient</u>
Upper Deck Beams & Fastenings <u>"</u>	Timbers of the Frame at the openings	Masts, Yards, &c. <u>Sufficient</u>
Lower Deck Beams & Fastenings <u>"</u>	Ditto Ditto at other places	Sails <u>"</u>
Planksheers <u>Scraped bright</u>	Keelsons <u>where</u>	Anchors No. of <u>3 B, 1 S, 1 K</u>
Sheerstrakes <u>"</u>	Clamps and Shelves <u>seen</u>	Cables <u>Good and</u>
Topsides <u>"</u>	Ceiling <u>seen</u>	Hawsers and Warps <u>Sufficient</u>
Wales <u>"</u>	Rudder <u>seen</u>	Standing & Running Rigging <u>Sufficient</u>
Plank (Bottom) and Counter <u>Caulked</u>	<u>Y.M. Copper</u> on felt When put on <u>now</u>	
General Observations and Opinion,	Caulking of Bottom, Deck, & Waterways. <u>Good when tested</u>	

The second Survey of Section 54 has been fully complied with and the vessel put in good condition; She is now fit in our opinion to be Continued for 6 Years AI from 1863

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

Special..... 5 : 5 : —

Certificate (if required) — : — : —

Committee's Minute 4th November 1864

Character assigned

Contd 1 for 6 Years from 1863
second repair

Samuel W. Harris

26460 done
from light water mark to keel and those driven out on the Sopside
for Survey renewed with Stringy bark, a few of English Oak.
Keelson all fore and Aft with Chow and Seak, fastened with ^{iron} 1 1/2 inch
bolts; 3 first futtocks and several chocks abaft Mainmast on Port
Side with English Oak, 8 planks of Ceiling on the Port Side with
3 1/2 ins Seak, 3 new Mast steps with Seak, all the Bolts in throats,
Iron Knees, upper deck Shelf and Clamps, Lower deck Spirketting and
Beam fastenings, renewed with Yellow Metal; An Iron rider fitted on
each side abaft the Mainmast extending from Lower deck to Linber
Strake and fastened with inch yellow Metal bolts. The fore Scuttle
removed Aft 6 feet and a portion of the deck from windlass forward has
been renewed with Seak, also an inner waterway fitted of English Oak
over the ends of deck plank extending 25 feet from the Stem on each side.
Bowspit renewed and an Iron Breast-hook fitted below the bowspit
Seating; The Coamings and head ledges to Main Hatch renewed with Sea.

The whole of the rigging Stopped, overhauled and refitted
the vessel hung in Shores, Caulked from Keel over all and Her Bottom
Sheathed with Yellow metal on Telt. Windlass lifted, stopped and
found good. Chain Cables ranged and found good and sufficient.

The upper deck and coamings, the upper and Lower
deck bolts and the planks, the Plank sheers, waterway and beam
the Frame, Hawse timbers, Knight heads, Breasthooks, Transoms,
the keel, Keelson, rudder and Windlass, all the inside and outside
planking, the Stem and Stem post and all the other parts where seen
are now in good condition.

The Sheer and form of the Vessel remain unaltered.

Per Order
Samuel Pepin