

REPORT of SURVEY for REPAIRS.

26461

Second Continuation. 23rd Sept. 1864

No. in Reg. Book. **No.** 10 Survey held at London Date 19th October 18 64

on the S. + "Caduceus" Master Molton

Tonnage 1116 Built at London When built 1854

By whom built _____ Owners Fletcher

Port belonging to London Destined Voyage New Zealand

If Surveyed Afloat or in Dry Dock Union dry dock

Last Survey, No. 21696 Port London Classed Y. A. 1 expired 2. 62.

REPAIRS

now done;

Under special Survey Rule Sec. 54 Second Survey.

The Yellow Metal sheathing stripped off the Bottom, the outside planking from the Light water mark upwards, including the Planksheers and Waterways, scraped bright, a stroke of topsides all fore and aft removed on each side, and a short plank out of each buttock, the beam ends bored, the windlass unhung and stripped, and a sufficient number of trenails and bolts, driven out for inspection, and the whole of the remaining clauses of the Rules fully attended to, with the exception of the listings, out of ceiling above the Floor Heads, the ceiling having been renewed all fore and aft on each side, at the bilges, on the last survey, ¹⁸⁶² when the timbers were fully exposed. -
 please see report, 28th February 1862. -

Present Condition of the

Decks <u>Good where seen</u>	Treenails <u>Part new</u>	Windlass and Capstan <u>Good</u>
Waterways _____	Breasthooks and Stenson <u>Good where seen</u>	Pumps <u>3 Iron</u>
Comings _____	Transoms, Pointers, and Crutches _____	Boats <u>Sufficient</u>
Upper Deck Beams & Fastenings _____	Timbers of the Frame at the openings _____	Masts, Yards, &c. <u>Part new</u>
Lower Deck Beams & Fastenings _____	Ditto Ditto at other places _____	Sails <u>Sufficient</u>
Planksheers _____	Keelsons _____	Anchors No. of <u>3 B. 1 S. 2 H.</u>
Sheerstrakes _____	Clamps and Shelves _____	Cables <u>300 fath.</u>
Topsides _____	Ceiling _____	Hawsers and Warps <u>Sufficient</u>
Wales _____	Rudder _____	Standing & Running Rigging _____
Plank (Bottom) and Counter _____	Copper <u>on felt</u> When put on <u>now</u>	

General Observations and Opinion,

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

This Vessel has now been specially surveyed in strict accordance with the Rules, Sec. 54. Second Survey, with the above named exceptions, and efficiently repaired with suitable materials, we are of opinion, that she is now in good and efficient condition, and eligible to be continued for 5 Years A1

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

Special..... 5 : 5 : 0

Certificate (if required) : 5 : -

Committee's Minute 8th November 18 64

Character assigned Conf'd 1 for 5 Years from 1861



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LN649-0060

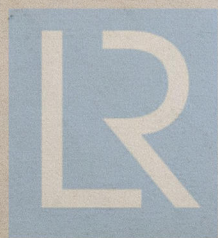
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The strake of topsides and buttock on both sides, renewed with W. Oak, Greenheart and W. Fir, the whole of the Preventer bolts renewed, the topsides additionally fastened with $\frac{3}{8}$ " Galvanized Iron bolts, about 1169 in No., 5 of upper deck knee bolts, 18 rider bolts, 12 breast hook bolts, and 10 shelf bolts renewed, one piece of upper Dth shelf renewed with W. Fir, 3 Iron knees refitted, 3 Top timbers in wake of Larbth fore Chains renewed with W. Fir, 12 Chain bolts renewed, and about 314 Iron nails renewed with Australian wood. —
5^{ins} Clamp piece to Main Hatch beam of Chow, 12 Lower deck shelf bolts renewed, 8 pairs of Iron riders fitted from upper deck shelf, down to the timbers, and about 1200 Iron nails of Springy Bark added in the bottom: Two sister Keelsons 13x14 - 113 ft. long, Hog Keelson 14x18 - 33 ft. long, and Main Step 12 ft. long of Borneo timber added. —
The Main Mast, Bowspit, and Fore and Main Lower Yards renewed with Yellow Pine. —

The Vessel recaulked from Keel over all, and resheathed with Yellow Metal on Shell. —

The Chain Cables ranged on deck, and found good and sufficient. —
The upper deck and comings, the upper and lower deck bolts, and the planks through which they pass, the Plankstems, Waterways and Beams, the Frame, Hawse timbers, Knight Heads, Breasthooks, Transoms, Keel, Keelson, Rudder and Windlass, all the inside and outside planking, Stem and Stern post, and all other parts where seen are in good condition, and the sheer and general form of the Vessel remain unaltered. —

B. W. Raymond
Harmon



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