

Restoration - First Rule 26464 REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 68/ Survey held at London Date Apr. 22nd to Sep 6th 1864
on the Ship "Matoaka" Master M. F. Bennett
Tonnage 1323 Built at New Brunswick When built 1853
By whom built _____ Owners Seymour &
Port belonging to London Destined Voyage New Zealand
If Surveyed Afloat or in Dry Dock Hatcliff Cross Dry Dock & East India Dock

Last Survey, No. 25257 Port London Classed Y Δ exp
SS 60-5 ms C 2 61

REPAIRS Now done, in accordance with the First Rule for Restoration, Sec 56, & Sec 63 for B. N. Am. built ships, the yellow metal and "boot-topping" sheathing stripped off her bottom, her sides made bright from the light water mark upwards, all the bolts in the range of each deck driven out, and the planks through which they passed, the upper deck waterways and plank-sheer, the plank-sheer and sheerstrakes of the fore-castle, and the strake of deck next the poop waterway, a strake of wales on each side above the lower deck, and a fore hood of bottom each side between the light mark and the wales taken out - not the strake fore and aft - instead of which all treenails in the range have been driven out and the timbers tested in the treenail holes - please see Owner's letter on the subject, the relaxation sanctioned by the Committee - all the buttock planks removed, a strake of plank taken out at the bilges inside, each side; all the upper weather deck, and a strake of lower deck plank each side next the waterway taken up and all other requirements for Restoration attended to; her bottom diagonally doubled and her topsides longitudinally doubled from the diagonal doubling to the solid sheer-strake - please see Midship Section appended -

Present Condition of the

Decks, main weather new	Treenails good	Windlass and Capstan main piece new (Eng Oak)
Waterways main deck new	Breasthooks and Stemson <u>add'l G.M. fastened</u>	Pumps
Comings good	Transoms, Pointers, and Crutches do do	Boats good
Upper Deck Beams & Fastenings } galv iron	Timbers of the Frame at the openings good	Masts, Yards, &c. good
Lower Deck Beams & Fastenings } new yellow metal	Ditto Ditto at other places do where seen	Sails and
Plank-sheers new	Keelsons additionally G.M. fastened	Anchors No. of 3 B. 1 P. 2 M
Sheerstrakes new	Clamps and Shelves good	Cables ranged & examined sufficient
Topsides scraped and doubled } 3	Ceiling do	Hawsers and Warps
Wales do do	Rudder new main piece	Standing & Running Rigging 3
Plank (Bottom) and Counter diagonally doubled	Copper G.M. fastened When put on new	

General Observations and Opinion,

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

Having been thoroughly repaired for Restoration and her outside doubled, - her bottom diagonally - We beg respectfully to submit her claims for the Committee's consideration for 7 years A.I. Restoration - as in the case of the "Lancashire Witch" and other similar cases

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

Special.....26: 5: 0

Certificate (if required) : 5: -

Committee's Minute 8th November 1864

Character assigned Restored A 1 for 7 years

LON649-0063



Lloyd's Register Foundation

26th 6th 1864

The following renewed viz: Two Sheerstrakes, a strake of wales, two strakes and a part of a third in way of lower deck fastenings, and a fore hood in the upper course of bottom, on both sides with American Red pine — the upper deck waterway with red pine — the inner waterway lifted and refitted — the weather deck with 4" yellow pine, the covering board and two sheerstrakes of fore-castle, each side, the covering board with Baltic Oak and sheerstrakes Red pine — light beams and three half beams of the upper deck with Red (one pitch) pine — a plank of topsides in way of fore channel on port side, two rough-tree stanchions and four short top-timbers on port side and three on the starboard with Am Red pine — In the Buttock sixteen timbers, six chocks and twenty-six planks on the port side; on the starboard, twenty-three planks, nineteen timbers and eight chocks, — the timbers with Baltic and Eng. Oak and Baltic pine, and the planks with Am Red pine — nine timbers and twenty-four planks of stern and drifts of poop with Baltic Oak and American Red pine (an iron strap introduced round the stern, from quarter to quarter between the timbers and plank) — The inner stern post with pitch pine — the main piece of Rudder with Eng. Oak — a strake of deck next the covering board of poop, both sides with yellow pine — and sheerstrake in way of poop deck fastenings with red pine — The main piece of Windlass with English Oak (the spindle through) — the strake of lower deck next the waterway with Red pine — and treenails in several parts of bottom with Stringy Bark —

The upper deck fastenings renewed with Galvanized Iron — and the lower deck with Yellow Metal bolts —

The Keelson, Breasthookes, Frutches & spointers additional fastened with Yellow Metal through bolts — Keelson $1\frac{3}{8}$ " and Hooks $1\frac{1}{4}$ " x $1\frac{3}{8}$ " bolts

The Vessel faulked throughout — and diagonally doubled to the Wales with 3" Am Elm upon ^{Whit}hair felt — fastened with Yellow Metal through bolts and Stringy Bark treenails — every fifth fastening a through bolt of $\frac{7}{8}$ " G.M. about 4 ft. 6" apart, with two yellow metal dumps and a through bolt in each butt — from the Wales to the solid sheerstrake longitudinally doubled with $2\frac{1}{2}$ " Red pine — fastened with Stringy Bark treenails, a $\frac{7}{8}$ " Galvanized iron through bolt about every 8 feet apart, and a Galvanized iron dump and through bolt in each butt — The throat and nest bolt of the lower deck riders being of Metal, they were not renewed through the doubling, but as compensation a great number of $\frac{7}{8}$ " G.M. through bolts have been driven through the doubling into the lower deck clamp —

The bottom sheathed with Yellow Metal on felt.

The upper deck and comings, the upper and lower deck fastenings, the whole of the planking inside and out, the Stem, Apron, Knightheads, Sawsettimbers, Stern post, Rudder, Keel, Keelson, Transoms, Windlass and all other portions of her where seen, are in good and efficient condition.

Her Sheer and form remain unaltered.

B. W. Maymont
Hornby



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