

REPORT of SURVEY for REPAIRS.

27171

k. No. Survey held at London Date Jan^y 1st 18 66
 on the S " Atalanta " Master Ballingall
 Tonnage 930 Built at New Brunswick When built 1855
 By whom built Owners R. L. Hunter
 Port belonging to London Destined Voyage
 If Surveyed Afloat or in Dry Dock in Carter's dry and East India Dock

Last Survey, No. 26262 Port London Classed Y A1 expired
S.S. 62. 5 yrs C. 2. 7. 64

REPAIRS

Stripped yellow metal and wood sheathing; scraped and dubbed bright from lower part of Bilge to waterways inclusive; drove out bolts and treenails as per Rule; all the bolts in the range of each deck driven out and the planks taken out; the upper deck waterways, plank sheers, and spunketting and the strake of deck next waterways on lower deck removed; a strake of ceiling at the floor heads on each side removed; outside planking equal to three strakes removed in way of lower deck fastenings; the strake between wales and light mark not removed as required by Rule (but the whole of the treenails through it driven out) the same being dispensed with by the sanction of the Committee, see Owners letter & reply thereto; plank sheers and waterways of poop and fore-castle removed; windlass unhooked, stripped and examined & ceiling in lower hold dubbed down for examination.

Present Condition of the

Decks <u>pt new</u> <u>Good</u>	Treenails <u>pt new</u> <u>Good</u>	Windlass and Capstan <u>Good</u>
Waterways <u>new</u> <u>"</u>	Breasthooks and Stemson <u>pt new</u> <u>"</u>	Pumps <u>"</u>
Comings <u>"</u> <u>"</u>	Transoms, Pointers, and Crutches <u>"</u>	Boats <u>"</u>
Upper Deck Beams & Fastenings <u>pt new</u> <u>"</u>	Timbers of the Frame at the openings <u>"</u>	Masts, Yards, &c. <u>"</u>
Lower Deck Beams & Fastenings <u>"</u> <u>"</u> <u>"</u>	Ditto Ditto at other places <u>"</u>	Condition, how ascertained <u>from enquiry & as seen from deck</u>
Plank sheers <u>new</u> <u>"</u>	Keelsons <u>"</u>	Sails <u>"</u>
Sheerstrakes <u>"</u> <u>"</u>	Clamps and Shelves <u>"</u>	Anchors No. of <u>3 B, 1 S</u>
Topsides <u>"</u> <u>"</u>	Ceiling <u>pt new</u> <u>"</u>	Cables <u>changed, examined & found good</u>
Wales <u>pt new</u> <u>"</u>	Rudder <u>"</u>	Hawsers and Warps <u>"</u>
Plank (Bottom) and Counter <u>"</u>	Copper <u>F & Y M</u> When put on <u>1865</u>	Standing & Running Rigging <u>"</u>
General Observations and Opinion, <u>Caulking of Bottom, Deck, & Waterways. where tested Good</u>		

Is now in good and efficient condition and having fully complied with the Rules Sec. 56 and furthermore having been diagonally doubled as prescribed by Rules Sec. 68 is in our opinion eligible to be restored Y A1 should this meet with the favourable consideration of the Committee

The Amount of Fee.....£ 5: —: is received by me, John Maxwell

Special..... 15: 15: 0

Certificate (if required) : 5: —

Committee's Minute 5th January 1866

Character assigned Rest^d 1 for 7 years

Renewed the whole of the Toppers and Sheerstrakes, Planksheers, Waterways, Spunkies, inner Waterways with Planksheers & Waterways of Poop and Forecastle; the planks of lower deck fastenings; two upper deck Beams with five half Beams on each side all of Red Pine; three lodging knees to upper deck of English Oak; about fifteen hundred feet of upper deck planking of Rantzie & Yellow Pine; starboard Pointer aft of Red Pine put in an iron crutch in place of wooden one removed and an additional one of iron took out a wooden breasthook & substituted it with iron; renewed all trenails from the lower part of chocks at floor heads to the upper part of chocks at second futtock heads for half the length of the ship amidships with Stringy Bark; all the bolts in the range each deck renewed (the throat and next bolts in Rider knees being driven through doubling hereinafter mentioned) middle line extra fastened through alternate floors and part apron and stern post, these latter being yellow metal fastened; starboard of deck next waterway on lower deck renewed with Yellow Pine; renewed all chain and preventer bolts, hawse pipes, port cathead; listed hood ends and keel seams; Rudder braces removed and re-fitted upon doubling; caulked from keel over all and doubled with $2\frac{1}{2}$ " American Rock Elm over hair felt. Chains ranged examined & found good. The timbers of frame where exposed were in a satisfactory condition.

Diagonally doubled with $2\frac{1}{2}$ " American Rock Elm over hair felt from keel to upper part of wales, two strakes of fore and aft doubling $3\frac{1}{2}$ " thick being worked, the lower edge of which is rabbetted to the keel the doubling extends from these strakes to a longitudinal strake which is let into a thick strake of Toppers ($\frac{1}{4}$ ") the doubling is fastened with a hardwood through trenail $2\frac{1}{2}$ " apart with two intermediate bolts one $12\frac{1}{2}$ " the other $7\frac{1}{2}$ " & $8\frac{1}{2}$ " long those below 18ft height being of yellow metal and the remainder of galvanized iron, with all butts through bolted; doubling caulked and sheathed with yellow metal over felt. Toppers tapered from $\frac{1}{4}$ " at lower to $\frac{5}{8}$ " at upper edge

Edm Maxwell

R. J. Reed.

Thos. H. Mawer



© 2021

Lloyd's Register
Foundation