

Continuation and Damage Surveys. 27300

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 584 Survey held at London Date 25th April 61st June 1866.
 on the Ship "Rural St Edmunds" Master J Miller.
 Tonnage 701 Built at Sunderland When built 1853
 By whom built 822 Owners Blythe & Greene.
 Port belonging to London Destined Voyage West Indies.
 If Surveyed Afloat or in Dry Dock Union Dry Dock and West India Dock

Last Survey, No. 26948 Port Lon Classed 13.A.1 8.65.

REPAIRS Now done, in accordance with the requirements of the second Survey Rule Section 54 of the Rules:- The Yellow-metal sheathing stripped off the Bottom. New sides brightened from the Light-Waterline to the Waterway seams. All air-courses and Linbers cleared. Removed a short Plank in each Buttock, and a four-inch listing, all fore and aft, on each side in the ceiling above the Floor-heads. Bolts and Greenails driven out for Survey. The condition of the Beam-ends ascertained, by the removal of several deck-planks next the Waterway, on each side, and also by boring those which were not thus exposed. The Windlass unhung, the Wood-linings stripped and the Main-piece examined. The chain-cables ranged, examined, and found good and sufficient; and all other requirements of the Rule attended to.

Present Condition of the

Decks <u>faulked</u>	Treenails <u>All new</u>	Windlass and Capstan <u>Examined</u>
Waterways <u>Part new</u>	Breasthooks and Stenson <u>Good</u>	Pumps <u>Two</u>
Comings	Transoms, Pointers, and Crutches	Boats <u>Three</u>
Upper Deck Beams & Fastenings <u>fine</u>	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings <u>where</u>	Ditto Ditto at other places <u>where</u>	Condition, how ascertained <u>By inquiry & observation</u>
Planksheers	Keelsons	Sails <u>Good</u>
Sheerstrakes <u>Retreenailed</u>	Clamps and Shelves	Anchors No. of <u>3 B. 15. 2 H.</u>
Topsides <u>and</u>	Ceiling <u>Some new</u>	Cables <u>300 fms.</u>
Wales <u>faulked</u>	Rudder <u>efficient</u>	Hawsers and Warps <u>sufficient</u>
Plank (Bottom) and Counter <u>Re-treenailed and faulked</u>	Copper <u>When put on</u>	Standing & Running Rigging

General Observations and Opinion, Caulking of Bottom, Deck, & Waterways. Good where tested.

She has been surveyed in accordance with the requirements of the second Survey Rule Section 54 of the Rules, with the exception of the removal of the strake of Plank on each side fore and aft, above the Wales, which has not been done: the Committee having been pleased to make this concession to the Owners, upon their application dated the 7th May 1866, and put in good and efficient condition, fit, in our opinion, for the safe conveyance of dry and perishable cargoes to and from all parts of the world, and to be continued 13.1 for 9 years from 1866.

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

Special..... 4 : 4 : -

Certificate (if required) : 5 : -

Committee's Minute 8th June 1866

Character assigned 1 for 9 years

Special damage fee £ 6.6.0



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except the removal of the stake of Plank on each side, fore and aft above the Vales; which has not been done, - the Committee having been pleased to make this concession to the Owners, upon their application to them dated the 24th May 1866, - she having now been entirely re-trimmed.

The following have been renewed: - viz.

One Shift of Sister Keelson on the starboard side of Main Hatch with greenheart. - Two planks of Topsides on the Port-bow with Oak and English Oak. - Four Buttock Planks on the Portside and two on the Starboard-side with English Oak. - Both quarter-pieces and Bolsters to Hawse-pipe, on the Starboard side with English Elm, - and the Portside refitted. - The whole of the Greenails from the fore-part of the Mizzen channels aft, and from the foreheads forward with Stringy Bark. - Windlass linings on both sides with American Elm. - Introduced an additional Waterway to the upper deck, of greenheart 18 x 11, ranging from the third Beam within the Poop, to the third Beam within the Forecastle; rabbetted it into the original Waterway, and tabled it down into the Beams. - Thoroughly bolted it to the Sheerstrakes with 1 in. galvanized Iron Bolts, spaced about 2 ft 6 in apart, and drove two 7/8 in galvanized Iron, up and down through bolts into every Beam. - Two strakes of deck next the new Waterway, on each side, renewed with Yellow pine. -

Additionally through bolted the upper deck Clamps, from the fore-part of the Fore channels to the after part of the Mizzen channels with 1 in. yellow metal. - Refastened the Poop and Forecastle drifts with galvanized Iron spikes; - also the whole of the flooring in the Hold and tween decks with galvanized Iron dunnops. - Repaired one broken Rudder-knee on the Port side aft, and rebolted it with yellow metal. -

Resheathed the Bottom with Yellow Metal over Whitings best hair-felt. -

The following have been renewed to make good the damage she sustained from partially filling with water, and promising upon her Starboard bilge, or blocks, in the Dry Dock: - for particulars of which see damage Survey.

Two Second Buttocks on the Starboard bilge, 14 heavy cross-chocks, and several 4 1/2 thins with English Oak. - Three planks of flooring with Teak, and 12 others refitted and fastened. - The whole of the Greenails from the foreheads to the fore-part of the Mizzen channels, - with Stringy Bark. -

Converted three pairs of Hanging-knees to Hold-beams, into Rudder-knees introduced one additional pair, and those taken down in way of the damaged part refitted, - and through bolted the whole of them with Yellow Metal. -

Removed all the false keel fore and aft, and rebolted the Keelson with 1 3/8 through metal bolts; - and refitted and fastened the false-keel. -

Additionally through bolted the Bilges, from the second Buttock-heads, to the Floor-heads, for half the vessel's length amidships, with Yellow metal. -

King the vessel in Shores, rove the oakum out of the Seams and Butts, where the planks had drawn off the Timbers, - and faulked through them. -

New upper and main deck framings, the upper and lower deck bolts, and the Planks through which they pass; the Plank sheers, Waterways, and Beams; the Hawse-timbers, Knight-heads, Breasthooks, and Transoms; the Floors and Keelsons; the Keel, Rudder and Windlass; the Planking outside and inside, and the Greenails; and the frame and inner surface of outside planking, where they could be seen, - were found in good and efficient condition. -

Her Sheer and general form remain unaltered. -