

Continuation, - 1st Survey Rule Section 54, - 27615
REPORT of SURVEY for REPAIRS.

No. in Reg. Book, **No.** 570 Survey held at London Date 14th May to 23rd July 18 66
 on the Ship "Chrysolite" Master Hugh McPherson
 Tonnage 471 Built at Aberdeen When built 1851
 By whom built Hugh McPherson Owners Hugh McPherson
 Port belonging to Liverpool Destined Voyage Japan
 If Surveyed Afloat or in Dry Dock Prince's Dry Dock, London and West India Docks

Last Survey, No. 17992 Port Liverpool Classed 14. 51 expired 1. 63.

REPAIRS Now done in accordance with the first Survey Rule Section 54:-
 Yellow Metal sheathing stripped off the Bottom:- Her sides brightened from the light-water-line to the Waterway seams:- A four-inch listing cut out of the flooring at each end of the Hold, on both sides, one-fifth the entire length of the ship between the keelson and air-courses under the Hold-beam-clamps:- Bolts driven out for survey:- The Hold cleared:- all air-courses and timbers cleared for examination of the Timbers:- Chain-cables ranged and examined and found good, but 15 fms deficient:- the Windlass unhung, the Wood-linings stripped and the Main-piece examined & found good, and all other requirements of the Rule attended to:-

The following have been renewed:- viz, - On the Starboard side Forward, 4 Scarphed Floors, 6 fant Timbers, 10 First Gutstocks, 2 Second Gutstocks, 8 Keel-chocks, 8 Bivel-chocks, and 13 Kiblings between Timbers:-

Present Condition of the

Decks <u>Caulked</u>	Bolts <u>a number renewed</u>	Windlass and Capstan <u>Examined</u>
Waterways <u>filled an additional</u>	Breasthooks and Stenson <u>good</u>	Pumps <u>two</u>
Comings <u>good</u>	Transoms, Pointers, and Crutches <u>good</u>	Boats <u>three</u> - <u>good where seen</u>
Upper Deck Beams & Fastenings <u>examined</u>	Timbers of the Frame at the openings <u>renewed 12 bolts</u>	Masts, Yards, &c. <u>examined</u>
Lower Deck Beams & Fastenings <u>examined</u>	Ditto Ditto at other places <u>examined</u>	Condition, how ascertained <u>By a Certificate</u>
Planksheers <u>examined</u>	Keelsons <u>a new piece aft</u>	Sails <u>two sails</u> - <u>good</u>
Sheerstrakes <u>examined</u>	Clamps and Shelves <u>examined</u>	Anchors No. of <u>3B. 15. 2K</u>
Topsides <u>examined</u>	Ceiling <u>a large quantity new</u>	Cables <u>270 fms</u> - <u>and</u>
Wales <u>examined</u>	Rudder <u>examined</u>	Hawsers and Warps <u>sufficient</u>
Plank (Bottom) and Counter <u>examined</u>	Copper <u>examined</u> When put on <u>new</u>	Standing & Running Rigging <u>sufficient</u>

General Observations and Opinion,

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

She has been surveyed in accordance with the requirements of the first Survey Rule Section 54, and had a very heavy repair; - is now 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 1 for 5 years from 1865:-

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

Special..... 6 : 6 : -

Certificate (if required) : 5 : -

Committee's Minute 27th July 18 66

Character assigned Cont'd 1 for 5 years from 1865

Williamson

Joseph Kew

27615 *Lon*

Timbers:- *Aft*, - 4 Floors, 8 Scarphed-floors, 18 fant-timbers, 10 first Guttocks, 2 Second Guttocks, 24 Keel-chocks, 7 Bevel-chocks, and 20 Gillings between the Timbers:- On the Port side, Forward 9 Long-arm Floors, 3 Scarphed Floors, 8 fant-Timbers, 15 First-guttocks, 1 Second Guttock, 20 Keel-chocks, 12 Bevel-chocks, and 14 Gillings:- *Aft*, - 2 Long-arm Floors, 3 Scarphed Floors, 12 Cant Timbers, 8 First-Guttocks, 1 Second Guttock, 17 Keel-chocks, 9 Bevel-chocks, and 6 Gillings, - all with English and Italian Oaks, and Iron Bark. - 19 long after-boods of sailing on the starboard side, and 18 aft, - also the whole of the Hold-flying, on the port side right fore and aft, ranging from the Hold-beam clamps to the Keelson, - with English Oak, Teak, Greenheart and Iron Bark.

The Stemson knee with English Oak, - the after shift of Keelson and a Hog-piece over it 32 ft x 10 ins with Teak and Iron Bark respectively and through bolted both with yellow metal. - Two Planks of Berthing round the Stern with English Oak, and additionally dump fastened the Stern-berthing:- one plank of Bottom on the Starboard side, and two on the Portside, one forward and one aft, with Teak. - Two Beam-arms to upper deck, on the Portside, and one on the Starboard side, also one whole Beam with Teak.

Introduced an inner Waterway of Laminac 14 x 8, from a good shift within the Forecastle, to a good shift within the raised quarter deck aft, and fastened it with two up and down bolts in each Beam, and a through bolt in every alternate Limber into the Sheer-strakes. - A shake of deck near the waterway on each side with Yellow-pine; - and the Main Mast with Yellow Pine. -

The whole of the Hold-knee-riders on the Portside refitted and fastened, also all those in the way of the new work on the Starboard side with Yellow metal. - Two Sea-Breasthooks and two crutches refitted and fastened. - Drove six metal through bolts in the Keelson, new floors and keel forward. - The whole of the flying in the Hold and tween decks, fastened with galvanized Iron dumps. - Renewed the whole of the fastenings in the way of the new work of the Bottom out to the Floor-heads with Greenails of Blue-iron, - all beyond this point with Yellow metal through bolts. - Caulked the vessel throughout and resheathed the Bottom with Yellow metal over self. - Unhung and examined the Rudder. - Overhauled the Knee of Head, and its appendages. - 15 fms of 1 3/8 ins stud Chain Cable have now been supplied, to make good deficiency, and tested to 34 Tons. - Certificate No. 1021 from Lloyd's Proving House Poplar-produced.

Her upper and main deck Cammings, the upper and lower deck bolts and the planks through which they pass, the Plank-sheer, Waterways, and Beams, the House-timbers, Stairheads, Breasthooks, and Transoms, the Floors and Keelsons, the Keel, Rudder and Windlass, the Planking outside and inside where they could be seen are in good condition. -

Her Sheer and Horn remain unaltered. -

Joseph New, *Williamson*.