

Continuation 1st Survey

REPORT of SURVEY for REPAIRS.

28136

No. in Reg. Book. **No.** 28 Survey held at London Date Feb^y 13th to March 18 67
 on the Barque "Ealing Grove" Master P. H. Baxter
 Tonnage 324 Built at Rudbridge When built 1840
 By whom built _____ Owners Brodie
 Port belonging to London Destined Voyage Yohago
 If Surveyed Afloat or in Dry Dock Princes dry Dock and West India Docks.

Last Survey, No. 27213 Port London. Classed B.A. 1 (Part 57. 9th Expiry)
 REPAIRS Now done in accordance with Section 54. 1st Rule. (1.66)

The outside Scraped or dubbed bright from the light water mark up to the waterway seams; a four inch listing cut out of the ceiling all fore and aft on both sides above the floor heads, (Rule requiring $\frac{1}{5}$ the length of the ship at each end only) bolts and treenails drifted out as per Rule, and beam ends bored, (this also is in excess of the Rule) all air courses and limbers cleared; the Windlass unhung, and wood linings stripped; the Chains ranged, and all other requirements of the Rule strictly conformed to.

Dubbed the Nelson bright, also the Ceiling from the hold beams to the limber strakes.

Renewed amidships at the turn of bilges on the Starboard side, six shifts of ceiling; and on the port side three shifts, with Teak; one plank round the Stem, next above

Present Condition of the

Decks	} <u>Good and firm</u>	Treenails <u>part renewed</u>	Windlass and Capstan <u>stripped</u>
Waterways		Breasthooks and Stemson	Pumps <u>Imo</u>
Comings		Transoms, Pointers, and Crutches	Boats <u>Three</u>
Upper Deck Beams & Fastenings	} <u>Good</u>	Timbers of the Frame at the openings	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings		Ditto Ditto at other places	Condition, how ascertained <u>insp^d</u>
Planksheers <u>Caulked</u>		Keelsons <u>good</u>	Sails
Sheerstrakes <u>do</u>	} <u>where</u>	Clamps and Shelves	Anchors No. of <u>3 B. 1 S. 2 K.</u>
Topsides <u>do</u>		Ceiling <u>9 shifts new</u>	Cables <u>240 fath^s of 1$\frac{1}{4}$ & 1$\frac{3}{8}$</u>
Wales <u>do</u>		Rudder <u>Ad good</u>	Hawsers and Warps
Plank (Bottom) and Counter <u>do</u>	} <u>Sellw</u>	Copper <u>on F</u> When put on <u>new</u>	Standing & Running Rigging

General Observations and Opinion,

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

She has been surveyed for Continuation in accordance with 1st Survey, Section 54. is now in good and efficient Condition, and fit in our opinion for the safe conveyance of dry and perishable goods to and from all parts of the World, and to be continued at 1.

The Amount of Fee.....£ 4 : — : is received by me, for 3 Years, from the year 1866.
 Special.....£ 4.4.0 } MC 12/3/67
 Certificate (if required) : :

Committee's Minute 15th March 18 67 by

Character assigned

Cont^d 1 for 3 years from 1867
record again



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next above the Kneckle, eight rough tree stanchions on the Starboard Side, and five on the port Side, with Iron-bark; one Shift each side of the rough-tree rail, with American elm; and part of the Bulwarks with $1\frac{1}{2}$ " Yellow pine.

Additionally, bolted, part of the covering boards, and several after board ends of outside planking, and some of the 'tween deck ceiling; and part refitted the Powder trunk.

Renewed many of the treenails in the bottom with English oak, the major part being from the turn of bilges up to the light water mark.

Added Two diagonal Iron Riders on each side amidships, being 30 feet long, and ranging from upper deck clamps to floor heads; also a 3" false Keel, of American Elm.

Hung the Ship in Shores, and caulked from Keel to the second beam of deck, and re-sheathed the bottom with Yellow metal on Felt.

Joseph Kell.

Thos. M. Wawn