

28196

Continuation Second Rule.

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 123 Survey held at London Date 2<sup>nd</sup> March to 23<sup>rd</sup> April 1867.  
 on the Ship "Lanthesdowne" Master S. Spomart  
 Tonnage 715 Built at Sunderland When built 1856.  
 By whom built \_\_\_\_\_ Owners Vickerman  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Lamer Globe dry Dock and London Docks.

Last Survey, No. 26910 Port London. Classed 10.A.1 expired (P.65)

REPAIRS Now done, in accordance with Section 54 Second Survey the metal sheathing stripped; the outside planking dubbed or scraped bright from the light water mark to the waterway seams, all air courses and limbers cleared, the timbers of the frame exposed to view by the removal of one plank on each side above the masts, amidships nearly. (See Owners Rules, and granted, dated respectively 16<sup>th</sup> and 21<sup>st</sup> March 1867.) a short plank in each buttock; a 4<sup>in</sup> listing cut out of the ceiling all fore and aft on each side above the floor heads; treenails and bolts drifted out as per Rule, the beam ends bored, the Windlafs unhung and wood linings stripped, also chains ranged, and all other requirements of the Rule strictly attended to.

Present Condition of the

Decks	} <u>Good and Firm</u>	Treenails <u>greater pt renewed</u>	} <u>Good</u>	Windlass and Capstan <u>Stripped</u>	} <u>Good</u>
Waterways		Breasthooks and Stemon		Pumps <u>Two</u>	
Comings		Transoms, Pointers, and Crutches		Boats <u>Four</u>	
Upper Deck Beams & Fastenings	} <u>Good</u>	Timbers of the Frame at the openings	} <u>where</u>	Masts, Yards, &c. <u>Good</u>	} <u>Sufficient</u>
Lower Deck Beams & Fastenings		Ditto Ditto at other places		Condition, how ascertained <u>insp<sup>n</sup></u>	
Planksheers <u>caulked</u>		Keelsons		Sails	
Sheerstrakes <u>4</u>	} <u>Sellu</u>	Clamps and Shelves	} <u>Sellu</u>	Anchors No. of <u>3 B. 15. 11</u>	} <u>Sellu</u>
Topsides <u>4</u>		Ceiling		Cables	
Wales <u>4</u>		Rudder <u>4d good</u>		Hawsers and Warps	
Plank (Bottom) and Counter <u>0</u>		Copper <u>Y.M. on 7</u> When put on <u>now</u>		Standing & Running Rigging	
General Observations and Opinion,		Caulking of Bottom, Deck, & Waterways. <u>Good where tested</u>			

She has been Surveyed for Continuation as per Section 54 Second Rule, is now in good and efficient condition "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 A. 1

The Amount of Fee.....£ 5 : - : - is received by me, for 7 years from the year 1866.

Special.....£ 5 : 5 : 0

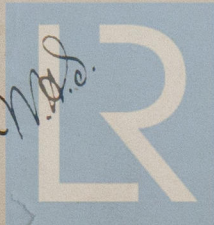
Certificate (if required) : 5 :

Committee's Minute 12<sup>th</sup> April 18 by

Character assigned Cont A 1 for 7 years from 1866  
record repair

Joseph Allen

Thos. W. Rawson



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Renewed 5 shifts of buttock plank on the port side, and one on the starboard side with English-oak, one shift on each side in the topsides amidships with Teak, and the whole of the treenails from the turn of the bilges up to the plank sheers with stringer-bark

Caulked from keel to plank sheers, also the waterway seams, and one seam of deck, with butts of ditto; resheathed the bottom with yellow metal on felt.

Ranged Chains and found 135 fathoms of  $1\frac{3}{4}$  <sup>in</sup>  $D^2$  and 135 fath<sup>s</sup> of  $1\frac{5}{8}$  <sup>in</sup>  $D^2$  (~~to be added~~ 30 fath<sup>s</sup> of  $1\frac{5}{8}$  <sup>in</sup>  $D^2$  tested at the Staffordshire Chain and Anchor testing Comp<sup>y</sup>, Certificate No 3534, to 47,10 April 9<sup>th</sup> 1867 signed Samuel Trepanna, see the appended Certificate. but not yet on board.) \*

Renewed the Mizzen topmast with Red pine, and overhauled the whole of the masts, spars, and Rigging, &c, the whole of the standing part of the latter being new

Joseph Allen.  
Thos. W. Waver

\* April 23<sup>rd</sup> 1867. The 30 fath<sup>s</sup> of Chain Cable as above referred to, is now on board, and agrees to the Certificate No 3534. Joseph Allen.



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