

First continuation

28545

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 199 Survey held at London Date July 16th to Aug 18th 67
 on the BK "Reillura" Master John Pattison
 Tonnage 289 Built at Sunderland When built 1858
 By whom built _____ Owners Manning
 Port belonging to London Destined Voyage West Indies
 If Surveyed Afloat or in Dry Dock Bridge (Dry Dock & London Docks)

Last Survey, No. 27735 Port London Classed 9 A. 1.
66

REPAIRS Now done,

In accordance with the First Survey for continuation Sec 54, the Yellow Metal stripped, her sides brightened from the light line to the waterway seam, treenails and bolts driven out, listings cut at each end of the hold on both sides, the chains ranged, the windlass unhung and stripped and all other requirements of the rule attended to -

The chain cables found good and sufficient and the main piece of windlass sound; the spindles of the windlass lengthened and refitted, the pall bitt secured with iron-bark earlings, and two new bowsprit bitts fitted, of iron-bark - The following renewed, viz:
 The Stemson knee of Eng. Oak, two shifts of ceiling on the Starboard side and one on the Port side, forward - three short.

P.T.O.

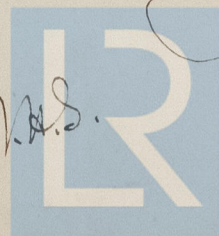
Present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways <u>caulked</u> } <u>good</u>	Breasthooks and Stemson } <u>good</u>	Pumps } <u>good</u>
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings } <u>where</u>	Ditto Ditto at other places	Condition, how ascertained } <u>and</u>
Planksheers <u>caulked</u>	Keelsons } <u>where</u>	Sails
Sheerstrakes <u>dr</u>	Clamps and Shelves	Anchors No. of <u>3 B 1 S 2 A</u>
Topsides <u>dr</u> } <u>seen</u>	Ceiling	Cables } <u>sufficient</u>
Wales <u>dr</u>	Rudder } <u>seen</u>	Hawsers and Warps
Plank (Bottom) and Counter <u>caulked</u>	Copper <u>F. & Y. M.</u> When put on <u>now</u>	Standing & Running Rigging

General Observations and Opinion,

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

The First Rule for Continuation Sec 54 having been now complied with and the vessel put into good and efficient condition, She is fit in our opinion to be Continued for 3 years A. 1. from 1867

The Amount of Fee.....£ 3 : - : is received by meSpecial..... 3 : 3 : } MCCertificate (if required) : 5 :Committee's Minute 30th August 1867Character assigned Cont Ed 1 for 3 yearsrecord repairs

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LON652-0253

28545. Jan.

On the Port side amidships, three short top timbers and one roughtree of Eng. Oak, two shifts of sheerstrake and one of topsides with Greenheart, three beam ends with Greenheart & Iron bark; one shift of deck next the waterway on each side with Yellow Pine, and the treenails that were driven out for survey with English Oak — An anchor stock piece introduced in waterway on the Port side in way of scarf and a new shift of shelf of Greenheart. The tween deck hanging knees in way of new shelf and beam arms, refitted and bolted; an iron breast hook added on the upper deck the tiller refitted; the vessel hung in shores and caulked from the keel to the second seam of deck next the waterway, and the bottom resheathed with yellow metal upon felt.

The Foremast, Mizzenmast and Bowspit new and all the rigging new of galvanized iron wire —

The upper deck and coverings, the upper and lower deck bolts and the plates through which they pass, the keel, keelsons, breasthook, transoms, rudder, windlass, waterways, shelf, the planking inside and outside and the timbers of the frame, where seen are now in good condition —

Her sheer and form remain unaltered —

M. Maymouth

J. Smith



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