

# REPORT of SURVEY for REPAIRS.

of Damage - 6/-

No. in Reg. Book. **No.** 74 Survey held at London Date 16<sup>th</sup> Nov 18 67  
 on the Composite Ship "Ada" Master J. Jones  
 Tonnage 686 Built at Aberdeen When built 1865 (N. No.)  
 By whom built Hall Owners Wade & Co  
 Port belonging to London Destined Voyage Melbourne  
 If Surveyed Afloat or in Dry Dock Princes dry dock and London dock.

Last Survey, No. 28181 Port London Classed 13. A. 1. 11.66.

## REPAIRS

Now done on account of damage:- The Yellow metal sheathing stripped off the Bottom, and the vessel hung in shores and caulked from keel to the metal-bins. Renewed two pieces of the false-keel, and resheathed the Bottom with Yellow metal on Whitings' best hair-felt: the Bottom being first coated with a mixture of Stockholm Tar and Marine glue, applied hot.

This vessel is fastened throughout with galvanized Iron bolts silverized, their heads being very carefully plugged over.

Thirty-seven <sup>Bolts</sup> in all, have now been driven out for inspection, from the following parts:- feeling and ferment having been removed for that purpose: viz, - 9 of a side in the upper-course of Bottom; 6 of a side from the upper-turn of Bilges; 3 out of the plates on the Starboard-side; and 4 out of the plates on the Portside.

## Present Condition of the

They were all, without exception, in perfectly good condition P.S.O.

Decks	<u>Good where seen</u>	Bolts - 37 driven out. Good.	Windlass and Capstan	<u>Two</u>
Waterways	<u>Good where seen</u>	Breasthooks and Stemson	Pumps	<u>Three</u>
Comings	<u>Good where seen</u>	Transoms, Pointers, and Crutches	Boats	<u>Good where seen</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	<u>Good</u>	Ditto Ditto at other places	Condition, how ascertained	<u>By inquiry &amp; observation</u>
Planksheers	<u>Good where seen</u>	Keelsons	Sails	<u>Good</u>
Sheerstrakes	<u>Good where seen</u>	Clamps and Shelves	Anchors	No. of <u>39. 15. 216</u>
Topsides	<u>Good where seen</u>	Ceiling	Cables	<u>Good</u>
Wales	<u>Good where seen</u>	Rudder	Hawsers and Warps	<u>Sufficient</u>
Plank (Bottom) and Counter	<u>faulked</u>	Copper <u>14</u> <u>1/2</u> <u>1/2</u> When put on <u>now</u>	Standing & Running Rigging	<u>Sufficient</u>
General Observations and Opinion,	<u>Good where tested</u>	Caulking of Bottom, Deck, & Waterways.		

She is now in good and efficient condition, and fit, in my opinion, to remain classed: A. 1.

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

Special..... 2: 2:

Certificate (if required) : 5:

Committee's Minute 22<sup>nd</sup> November 18 67

Character assigned 13 A 1

record M.

Damage Survey. £1.1.0



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condition, and shewed no signs of rusting. - The frames were also in a good state of preservation. - The cement was very good, and found to be adhering satisfactorily to the Iron and Wood work. -

I asked the owner how he accounted for the very excellent condition of these Boats. - His reply was, that he did not think the "siberizing" had had much to do with the good result; but, that he attributed it, principally, to the great care that was taken in paying the Bottom with a mixture of Stockholm-Tar and Marine-blue, when she was built, the Shell, having been "brought on" while the mixture was hot, - which made the Shell adhere quite closely to the planking. -

I subsequently observed that, the facts rather favoured this hypothesis; inasmuch that, when the Yellow metal was stripped off, - the Shell remained intact upon the Bottom-planking; - and when the workmen dubbed it off, which was only done at great trouble, - the planking was found to be perfectly dry. - And hence, it would appear, from this case that, with great care - the galvanized Iron fastenings of Composite ships, may be rendered efficient for a long time. -

The Boats taken out for Survey have been renewed with others a size larger. - The cement made good where broken out, and the Ceiling replaced. - a new Mizen Mast has now been supplied. -

J. Williamson.



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