

Composite Ship REPORT of SURVEY for REPAIRS.

29383

No. in Reg. Book. **No.** 872 Survey held at London Date 10/18th to July 28th 1868
 on the Ship Michael Angelo Master Johns
 Tonnage 1174 built at Glasgow When built 1853, 2nd
 By whom built _____ Owners Messrs Lidgett & Sons
 Port belonging to London Destined Voyage Bombay
 If Surveyed Afloat or in Dry Dock Simetkin Dry Dock, Thames Graving Dock & East India Dock

Last Survey, No. 20612 Port Liverpool Classed 14 F. 1.
 (Expt B.S.) 5.67

REPAIRS

Now done, in consequence of damage received in India - for particulars please see Special Survey Report - All the Ceiling removed and the whole of the rivets and yellow metal bolts where practicable tested by pounding them - broken cement in the bottom cut out and the bottom re-cemented - a portion of a Strake of Lap-side plank in the Starboard side ranging from the luff of the bow to the main in rigging taken out for the purpose of renewing two broken butt straps and some broken and strained rivets connecting the diagonal plates in the frames to the sheer strake - the said broken straps and broken and strained rivets renewed - the Planks and Ceiling refitted and fastened - One Starboard Quarter Plank and one Port buttock plank new of Teak - on one broken Port buttock frame repaired and several bolts in the buttock where the planks appeared to be started renewed - Caused some metal sheathing to be stripped off the bottom and the Caulking of the bottom in several places to be tested, found all satisfactory excepting new Caulking done at Calcutta at the lower part of the bows which has now been thoroughly Caulked - one plank of bottom above the Garboard, close forward was renewed in Calcutta.

Decks	Treenails home	Yellow metal bolts	Windlass and Capstan
Waterways	Breasthooks and Stems		Pumps
Comings	Transoms, Pointers, and Crutches		Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings		Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places		Condition, how ascertained
Planksheers	Keelsons	Good where	Sails
Sheerstrakes	Clamps and Shelves	done	Anchors
Topsides	Ceiling		Cables
Wales	Bulder		Hawsers and Warps
Plank (Bottom) and Counter	Yellow metal		Standing & Running Rigging
	Copper on Self	When put on Jan ^y 1868	

General Observations and Opinion,
 By examination and experience to the 1st Entry Report she appears to have the material required in her various parts - to entitle her to the Committee's favorable Consideration for the 14 F. class for the timber and two years for metal fastenings - I therefore submit her claims for the 16 F. V. Class.

The Amount of Fee.....£ 3 : - : - is received by me,

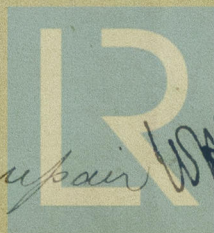
Special..... : : 11/8/68

Certificate (if required) : :

Committee's Minute 14th August 1868

Character assigned raised to 16 F. 1

Damage Fee 6. 6 record G.M. & Damage repair was



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Lloyd's Register
Foundation

LONG53-0359

The Fore and Main Masts temporarily fitted in Calcutta, have been landed, carefully overhauled, the Main Mast has had two new plates in the Head and two at the heel. - The Fore Mast has had three plates new at the head, two in the body, and two at the heel. - The Fore and Main Yards new of Iron. - Fore & Main Topmasts new of Oregon Pine. - The Topgallant Masts and Topgallant Yards refitted. - The Fore and Main Lower Rigging new of Black Charcoal Wire. The Lanyards new. - The Fore and Main Stays and Main Topmast stays refitted. The rest new. - Head gear refitted. - New 11 x 90 Fathom of Manilla Tawser - one Compressor for Chain Cable on the Starboard side new. - The Main Dumps refitted, and new Steering Wheel. - She has been supplied with 300 Fathom of Chain Cable $1\frac{3}{4}$ in diameter. Tested to 60.12.0 - 15 links cut out and tested to breaking, it bore 76 Tons or say 38½ beyond Admiralty Proof. - 15 other links were tested to 47 Tons without breaking. - being 47 per cent beyond Admiralty Proof. - the Chain Cables were tested to 10 per cent beyond Admiralty Proof. The Certificates have been produced, signed W. H. Reade. - one new Hedge ^{Cwt 92. 10} 3. 3. 10 supplied. -

In consequence of its having been considered that the keel had altered in form, a mould was made to her midship section on one side and transposed to the other, when no appreciable alteration was discovered. -

B. W. Weymouth
J. H. Cornish