

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 464 Survey held at London Date 26 May to 16 July 1869
 on the bark "Mersey Mill" Master W. Crisp
 Tonnage 520 built at Sunderland When built 1858
 By whom built _____ Owners J. & S. Pegg
 Port belonging to London Destined Voyage Aden
 If Surveyed Afloat or in Dry Dock in ship dry dock and afloat

Last Survey, No. 27354 Port Lon. Classed 1641 Expired
3.06

REPAIRS

Shipped Lellor metal sheathing, scraped, and dubbed bright, from light mark to waterways inclusive, the timbers of the frame exposed to view by the removal of one strake of topsides on each side, from main mast forward, and a short plank in each buttock; also a four inch listing has been cut, all fore and aft, on each side, at the bilges.

All treenails driven out, from lower turn of bilges to gunwale, beam ends bored, windlass unhung, wood linings shipped, and chain cables ranged on deck for Examination.

— Please see "Owners' Letter" attached.

Renewed the following viz:—

Fore cast body one floor. Seven fore buttocks, four 2nd, three 3rd, and twenty-three chocks on starboard side.

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good 220</u>
Waterways	<u>—</u>	Breasthooks and Stemson	<u>—</u>	Pumps	<u>—</u>
Comings	<u>—</u>	Transoms, Pointers, and Crutches	<u>—</u>	Boats	<u>—</u>
Upper Deck Beams & Fastenings	<u>—</u>	Timbers of the Frame at the openings	<u>—</u>	Masts, Yards, &c.	<u>—</u>
Lower Deck Beams & Fastenings	<u>—</u>	Ditto Ditto at other places	<u>—</u>	Condition, how ascertained	<u>Examined aloft</u>
Planksheers	<u>—</u>	Keelsons	<u>—</u>	Sails	<u>Good</u>
Sheerstrakes	<u>—</u>	Clamps and Shelves	<u>—</u>	Anchors No. of	<u>—</u>
Topsides	<u>—</u>	Ceiling	<u>—</u>	Cables	<u>and</u>
Wales	<u>—</u>	Rudder	<u>—</u>	Hawsers and Warps	<u>Sufficient</u>
Plank (Bottom) and Counter	<u>—</u>	Copper <u>4 1/2 in</u> When put on <u>now</u>		Standing & Running Rigging	<u>—</u>
General Observations and Opinion,	Caulking of Bottom, Deck, & Waterways. <u>Good where tested</u>				

Is now in good and efficient condition and having fully complied with the Rules, Sect. 54. 2nd Survey, is in our opinion eligible to be continued A1 for 7 years from.

The Amount of Fee.....£ 5 : — : — is received by me,

Special.....£ 8 : 8 : —

Certificate (if required) : 5 : —

Committee's Minute

Character assigned

29th July 1869

Contd. 7 Years A1 from 1868

H. H. Turner.

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four lower cant. timbers, nine first battocks, three 2nd five 3rd and eighteen chocks on Port side of English Oak and Seak. Nineteen strakes of ceiling on each side, in lower hold extending from Fore Mast forward, together with five planks of ceiling in flat of bottom on Starb. side, and three on the Port side of Baltic Oak.

Fifty-five top timbers, four rough timbers, five filling timbers, on Starb. side extending from luff of bows to fore side of Main rigging, and forty-six top timbers on Port side of English Oak and Seak. Covering board on Starb. side as also seven strakes down from same, extending from luff of bows to Main Mast of Seak. Forecastle drifts, with the exception of five fore hoods, together with nine planks on luff of bows in upper course of bottom of Baltic Oak.

On Port side: covering board from Main Mast forward, six strakes down from same, two midship lengths of black strakes of Seak. One fore hood, and six other planks on bows in upper course of bottom, as also the fore castle drifts, with the exception of two fore hoods of Baltic Oak.

One plank in each battock, replaced with Seak. heels of cant. timbers thro' fastened with Yellow Metal bolts, secured from lower turn of bilges to gunwale with Australian Hard Wood.

Three upper deck beams scarphed of Seak, three planks of deck in way of same renewed of Yellow Pine. Windlass new of Iron Bark; lower rigging and topmast rigging new of wire.

Caulked from keel over all; bottom sheathed with Yellow Metal on felt.

— Now Supplied —

13 fathoms ^{1/2} lead chain No. 2240 Lloyd's test 40 1/2 tons. 5th Jan^r 1869.
Leit Sup^r.

R. H. Turner



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