

# REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 398 Survey held at London Date 20<sup>th</sup> July Aug<sup>th</sup> 26<sup>th</sup> 1869  
 on the Ship Mars Master G. Holman  
 Tonnage 721 built at Sunderland When built 1856  
 By whom built — Owners J. Allan  
 Port belonging to London Destined Voyage Madras  
 If Surveyed Afloat or in Dry Dock Limekiln Dry Dock & East India Docks

Last Survey, No. 28967 Port Lon. Classed 13. A. 1.  
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## REPAIRS

Stripped off the whole of the Yellow metal Sheathing, and scraped bright the outside planking, from the light water marks upwards, including the plank sheers and Waterways. Cleared the Air Courses, lifted the timbers. Unhung the Windlass, stripped off the linings. (main piece is sound.)

Lifted the Chain cables from the lockers, ranged them along the Deck, and found them sufficient in size and in quantity. —

Cleared the Hold, shifted the iron tanks. Cut out a 4 in's listing inside, above the floor heads, all fore and aft on both sides. A short plank from each buttock. and cleared the air opening all fore and aft inside two decks, it being in a line or nearly so with the tear strake above the Wales. dripped out treenails one or more from every fourth timber and an iron bolt, from the chain plates at the masts. —

## Present Condition of the

Bored the beam ends, and lifted about two

Decks	good	Treenails	New	good	Windlass and Capstan	in good order
Waterways	"	Breasthooks and Stemson	"	"	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	"	"	Boats	"
Upper Deck Beams & Fastenings	firm	Timbers of the Frame at the openings	"	"	Masts, Yards, &c.	entirely new Foremast & Mainmast & Mizenmast
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	"	Condition, how ascertained	from the Deck
Plank sheers	"	Keelsons	"	"	Sails	"
Sheerstrakes	"	Clamps and Shelves	"	"	Anchors	No. of 3 & 4
Topsides	"	Ceiling	"	"	Cables	"
Wales	"	Rudder	efficient	"	Hawsers and Warps	"
Plank (Bottom) and Counter	"	Copper	Set by me When put on	now.	Standing & Running Rigging	"

## General Observations and Opinion,

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

Surveyed her in accordance with the 1<sup>st</sup> & 2<sup>nd</sup> Rule for Continuation. Examined <sup>her</sup> inside and outside the timbers, where seen, generally, proved sound and good the Stem, Stern Post, Hawse timbers, Knightheads, Keel, Keelsons, Hooks, Knees, Deck, Waterways the fastenings, Planks and timbers through which they pass, and all proving good and efficient, and the Rules 1<sup>st</sup> & 2<sup>nd</sup> having been complied with. We are of opinion she is

The Amount of Fee.....£ 5 : — : }

is received by me,

Special..... 5 : 5 : }

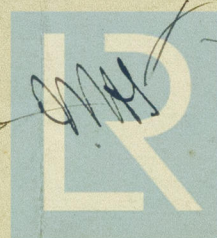
Certificate (if required) : 5 : }

entitled to be class'd Com<sup>d</sup> 9. A. 1, from 1869. —

Committee's Minute 3<sup>rd</sup> September 18 69

Character assigned Com<sup>d</sup> 9. A. 1 for 9 years  
record repairs

Samuel Persons  
 J. Lawrence



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two thirds of the deck planks, twin the sides of the ship, and the hashways, on both sides, renewed the same with yellow pine. the beams where exposed proved in excellent condition.

On the Starb'd side aft introduced a new stern timber, five fillings, several chocks, ten after hoods or bussock planks, and cut out defects where seen in other places in the topsides, bottom &c. both sides.

On the Port side, a new fashion timber, a double fussock, a tongue timber, seven fillings, and sixteen planks, two in the Wales at the after end, and the remainder in the bussock, and the most part of them, of English Oak, or Teak. —

— Inside at the fore end (Starb'd bow), a top timber some filling pieces two teak planks, in wase of the same, and all defects cut out, and the timbers exposed, both sides, above and below the hold Beams. some extra through bolts put in local places, and a pair of diagonal rider Straps fitted to the Starb'd bow inside, and bolted through and through. —

Cut out and removed the Sap and other defects found in the main, also in the side Keelsons. — A new length of Main Keelson, (30ft. 17. by 15½), and a Rider 14in's by 14in's 80ft in length and of East India Teak introduced and bolted with 1¼ and 1⅜ yellow Metal. —

Step to the main and the Foremast, and the Hold beam Stations all refitted and made good. the Pointers aft, and the transom knees.

The Kause box, or Naval hood on the Starb'd side, Corner Chock Port side. Treennails all out and renewed (with the exception of about three Strakes below.) Topside treennails of locust, the others of Australian hard wood. New face piece to Stem. — — New Foremast of Oregon pine. —

Caulked over all, and Resheathed with Yellow Metal on felt.

Samuel Visions  
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