

## REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 472 No. 1 Survey held at London Date, first Survey 29 June Last Survey 1<sup>st</sup> Sept. 1869  
 on the Ship "John Semperley" Master Lucker  
 Tonnage 976 built at Sunderland When built 1856  
 By whom built Malloy Owners Semperley  
 Port belonging to London Destined Voyage Bombay  
 If Surveyed Afloat or in Dry Dock Britannia Dry Dock and Afloat.

Last Survey, No. 20390 Port Port. Classed B A 1

REPAIRS, &c. for "Damage" of 6.67

Stripped Yellow Metal Sheathing, renewed about ninety feet of four inch plate. Keel with Elm, hung in shores, caulked from keel to metal line, and resheathed bottom with Yellow Metal on felt.

"Scantimation"  
 Scraped and dubbed bright, from light mark to waterways. Listings have now been cut in the fore and after Ends for one-fifth her entire length. Remains driven out as per Rule, all air courses and timbers cleared. Windlass unhand, wood lining's stripped and chain cables ranged on deck for examination.

P.I.O.

## Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</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 and Sufficient</u>
Sheerstrakes	<u>—</u>	Clamps and Shelves	<u>—</u>	Anchors No. of	<u>3 B. 15. 2 K.</u>
Topsides	<u>—</u>	Ceiling	<u>—</u>	Cables	<u>200 fathoms</u>
Wales	<u>—</u>	Rudder	<u>—</u>	Hawsers and Warps	<u>2 Good</u>
Plank (Bottom) and Counter	<u>—</u>	Copper <u>At the</u> When put on <u>now</u>		Standing & Running Rigging	<u>2nd Sufficient</u>
Engine Room Skylights	<u>—</u>	Caulking of	<u>3 Good</u>	Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>—</u>	Bottom, Deck, & Waterways	<u>Where tested</u>	Hatches	<u>Good</u>
Scuppers	<u>Good</u>				

## General Observations and Opinion,

Is now in good and efficient condition, and having been surveyed in strict accordance with the Rules Section 54. 1<sup>st</sup> part is in our opinion eligible to be Continued A1 for 4 Years from -

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

Special.....

Certificate (if required)

Committee's Minute 10<sup>th</sup> September 1869

Character assigned Good B. 1 for 4 Years

record repairs



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Renewed the following viz:-

"Fore Cant Body" Four 1<sup>st</sup> Sublocks, four 2<sup>nd</sup> ditto  
three cross-chocks, and four keel chocks on Starb<sup>d</sup> side; ten  
cant timbers, four 1<sup>st</sup> Sublocks, five 2<sup>nd</sup> ditto, nine cross-chocks  
and nine keel-chocks on Port side; all of Oak. The keels of the  
cant-timbers, where renewed, cross bolted, with Yellow Metal  
nine teen planks of ceiling in lower hold, including lumber &  
from fore Hatch forward, on Starb<sup>d</sup> side, and twenty-one on  
the Port side of Keel, as also one plank in trale, on Starb<sup>d</sup> side.  
Midships of Keel, two iron breasthooks taken down, refitted and  
thru fastened, with Yellow Metal bolts.

Eleven strokes of deck, from waterway inwards, on each  
side, and extending from Main Mast forward to luff of boom, -  
together with fourteen planks at middle line, abaft after Hatch  
renewed of 3 1/2" x 12 Yellow Pine and a portion of the Oak deck at  
middle line, from fore Hatch to fore side of Windlass, sheathed with  
1 1/2" Baltic Oak on felt. Caulked batts of Loppides, and flat of  
Upper Deck

Main Yard, Cross Lark. Lark, and Main top rail. Yards  
new of Pitch and Red Pines.

G. H. Brown.

M. W. Brown.



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