

208 30389

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** Survey held at London Date, first Survey 23rd Sept. 1869 Last Survey 23rd Sept. 1869
on the Ship Isles of the South Master Davidson
272 Tonnage 221 built at Sunderland When built 1859
By whom built Living Owners McPherson
Port belonging to London Destined Voyage Hong Kong
If Surveyed Afloat or in Dry Dock afloat and in Union Dry Dock.
Last Survey, No. 28965 Port Lon. Classed B.A.1
cf. 1.66

REPAIRS, &c.

Hold cleared, proper stages made both inside and outside; the timbers cleared. Air courses cut off fore and aft on each side, under the upper-deck and lower-deck clamps, also in the fore and after holds for one-fifth the length of ship; as per Nelson's. Outside planking scraped bright in sundry places. Windlass unhung, wood linings stripped, and chain-cables ranged on deck for examination.

The Yellow Metal sheathing stripped from about fore-mast forward and from aft side of main rigging aft. on each side and the following have been renewed viz:

Three 1st futlocks, three 2nd, eleven cant timbers, and fifteen chocks on starb. bow. four 1st futlocks, four 2nd, twelve cant timbers, and twelve chocks on port bow together with nineteen counter-boards.

Present Condition of the

Decks	<u>Good</u>	Treenails	<u>Good</u>	Windlass and Capstan	<u>Good</u>
Waterways	<u>Good</u>	Breasthooks and Stemson	<u>Good</u>	Pumps	<u>Good</u>
Comings	<u>Good</u>	Transoms, Pointers, and Crutches	<u>Good</u>	Boats	<u>Good</u>
Upper Deck Beams & Fastenings	<u>Good</u>	Timbers of the Frame at the openings	<u>Good</u>	Masts, Yards, &c.	<u>Good</u>
Lower Deck Beams & Fastenings	<u>Good</u>	Ditto Ditto at other places	<u>Good</u>	Condition, how ascertained	<u>See from the deck</u>
Plank sheers	<u>Good</u>	Keelsons	<u>Good</u>	Sails	<u>Good</u>
Sheerstrakes	<u>Good</u>	Clamps and Shelves	<u>Good</u>	Anchors No. of	<u>Good</u>
Topsides	<u>Good</u>	Ceiling	<u>Good</u>	Cables	<u>Good</u>
Wales	<u>Good</u>	Rudder	<u>Good</u>	Hawsers and Warps	<u>Sufficient</u>
Plank (Bottom) and Counter	<u>Good</u>	Copper	<u>Good</u>	Standing & Running Rigging	<u>Good</u>
Engine Room Skylights	<u>Good</u>	Caulking of	<u>Good</u>	Cargo and Main Hatchways	<u>Good</u>
Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Bottom, Deck, & Waterways	<u>Good</u>	Hatches	<u>Good</u>
Scuppers	<u>Good</u>				

General Observations and Opinion,

Is now in good and efficient condition, and in my opinion eligible to remain as Classed B.A.1 and to be marked H.T. 69.

The Amount of Entry Fee.....£ 2 : — : — is received by me.

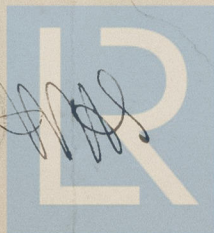
Special.....5 : 5 : 0

Certificate (if required) : 5 :

Committee's Minute 1st October 18 69

Character assigned B.A.1 H.T. 69

record repair



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LON 655-0009

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consecutive strakes of ceiling in the lower hold, from timber strake upwards on each side in way of same, extending from aft side of Fore Hatch forward of English Oak and Seat.

By first futtocks four. 2nd twelve cant timbers, and eighteen chocks on Starb^d side, four 1st futtocks five, 2nd fifteen cant timbers, and fifteen chocks on Port side, as also eighteen consecutive strakes of ceiling on each side, from timber strake upwards, extending from about twelve feet on the fore side of Mizzen Mast aft of English Oak and Seat.

Four breasthooks, five knee-riders, and four hanging-knees forward, four crutches, seven knee-riders and two hanging-knees in after hold, all of iron, taken down, refitted, and refaced with Yellow Metal bolts. Kells of cant timbers (now secured from side to side, through ~~the~~ ^{the} ~~bottom~~ ^{the} keel with Yellow Metal keelnails in new work, and where driven out for Survey of Australian hard wood.

Spindle of Mainmast refitted. Bottom where stopped, caulked, and resheathed with Yellow Metal on Paper.

The Yellow Metal sheathing had been entirely removed and bottom caulked at Hongkong, *J. H. Warner.* in January of this Year.

July 31st & Augth 2, 6, 10 & 25. At these dates the undersigned, ^{attended,} this Ship in conjunction with Mr^r Turner, consequent upon the application made to the Committee by the Owners, for the purpose of tracing, and determining, the number of decayed Timbers, which should be replaced at each end of the Hold; these defects were first pointed out by Mr^r Turner, in his acting upon the Rule for half-time Survey. The result of this extra examination at each end of the Ship, below the Hold Beams, led to the renewal of the Timbers, and Ceiling already enumerated by him, and to the Knee Riders, Hooks, Crutches & being refitted, and rebolted in way of the same. She had passed Survey at other parts. Sept^r 25th 69 *J. S. Martin*



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