

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. *31* No. *363* Survey held at *London* Date, first Survey *July Augth* Last Survey *Novth 1st 1869*
 on the *Barque Lancashire Witch* Master *W. Thomson*
 Tonnage *363 59/100* built at *Sunderland* When built *1852*
 By whom built *Englth 133 7/8 Brd 26 7/8 depth 15 1/10* Owners *W. Thomson*
 Port belonging to *London* Destined Voyage *India*
 If Surveyed Afloat or in Dry Dock *Fountain dry dock*

Last Survey, No. *20027* Port *Lon.* Classed *Cont^g 1/62, Y. A. 1.*

REPAIRS, &c.

Stripped off the Yellow Metal sheathing. Scraped the outside planking bright down to light marks, dripped out the bolts in the range of the deck, and split out the planks. lifted the whole of the Deck, plank sheers and waterways. Cut her in two. launched and lengthened her by introducing a new frame timbers entirely of English Oak from the fore and the after body of the vessel. fourteen new floors in the mid^l part. fourteen first futtocks, fourteen second fourteen third, fourteen tops timbers, and seven new bulwark stanchions each side. a new length of Keel, 35 ft long Am^{er}. Elm. a length of Keelson live oak. and a Rider 4 feet long also of live Oak. Nine new upper Deck beams: live Oak and Baltic Oak. four half beams, and six new hold beams, of Baltic Oak and Pitchpine.

In the fore body on the Port side, two first futtocks, and five in the after body new. also eighteen tops timbers, and eighteen filling timbers introduced. On the Starboard side first futtock fore, two aft. twelve tops timbers, twenty four filling timbers, five stanchions. and in the fore and after bodies. One hundred and eleven cross cheeks

cks	<i>new</i>	Treenails	<i>nearly all new</i>	<i>good</i>	Windlass and Capstan	<i>good</i>
ays	<i>new</i>	Breasthooks and Stemson			Pumps	"
ns	<i>new</i>	Transoms, Pointers, and Crutches			Boats	"
Deck Beams & Fastenings	"	Timbers of the Frame at the openings			Masts, Yards, &c.	<i>new main New Foremast</i>
Deck Beams & Fastenings	"	Ditto Ditto at other places			Condition, how ascertained	"
Plank sheers	"	Keelsons	<i>part new</i>		Sails	<i>double suit</i>
Sheerstrakes	"	Clamps and Shelves	<i>new</i>		Anchors	No. of <i>3, 13, 1, 1-1</i>
Topsides	<i>part new</i>	Ceiling	<i>new</i>		Cables	"
Wales	"	Rudder	<i>efficient</i>		Hawsers and Warps	"
Plank (Bottom) and Counter	"	Copper	<i>felt by mth When put on</i>	<i>new</i>	Standing & Running Rigging	<i>nearly all new</i>
		Caulking of	<i>where tested</i>			
		Bottom, Deck, & Waterways	<i>good</i>			

Engine Room Skylights *new* Coal Bunker, Openings, Lids, &c. *new* Scuppers *good* Cargo and Main Hatchways *new* Hatches *new*

General Observations and Opinion, *She has been surveyed outside in accordance with the first Rule for Restoration. and opened accordingly excepting the relaxation sanctioned in reference to a part of the strake at the ends, in the upper course of bottom between the Wales and light water marks (See the Owners Letter of 9th July last) the frame timbers being exposed inside throughout and the whole of the planks (with but few exceptions) taken off. from the gunwale to the keel or keelson. and the Rules 1st & 2^d complied with.*

Please see the Owners Letters. — *We are of opinion She is fit for the conveyance of dry and perishable Cargoes to and from all parts of the World, and entitled to be restored.* — *Y. A. 1.*
 The Amount of Entry Fee.....£ *1* : — : — *is received by me,*

Special..... *10* : *10* : —
 Certificate (if required) : *5* : —
 Committee's Minute *5th November 1869*
 Character assigned *Restored for 1 year 3 years*

LON 655-0072



30473 Jan.

have been renewed and all of English oak. Two counter timbers, and a hawse timber. The sheer strakes, plank sheers and waterways, are all new, likewise the upper deck and the strakes containing the binding bolts both sides are new, and the ceiling below the hold beams, with the exception of a plank or two at the ends. - New inner bilge strakes, and new timber strakes all fore and aft on both sides, and the clamps to both decks, and all the planking both sides, from the keelson to the gunwale in midships, and very nearly the whole of it all fore and aft has been taken off inside and the entire frame exposed. Throughout. - Outside in midships all new planking from keel to gunwale. - Plank sheer or covering board Teak. New double waterway, Pitch Pine. Sheer strakes live oak. - Topsides pitch pine, and live oak, also the Wales. (The Deck of Yellow pine. - fastened with yellow metal.) Rough tree tails and berthing, nearly all new.

New Foremast, new main Mast, new chain plates, chain and preventer plate bolts are all new. - Rigging New. - New Poop drifts and covering board, and the Poop deck sheathed or doubled ^{1/4 Pine on felt, fastened with yellow metal.}

The Windlats has been unshipped the linings all stripped off. Refitted and relined. Windlats bolts and knees all made good. Foreast hooks, Crutches, and Pointers, also the Hawsepipes and boxes.

Caulked over all, and resheathed with yellow metal on felt. Six pairs of diagonal Riders inside extending from floor heads to upper deck beams. 4 long pairs of long iron Riders to hold beams knee Riders, and 4 long pairs of iron hanging. 13 pairs of vertical yellow metal fastenings. 2 pairs of staple standard. Staple holding knees to all the 1st Bms.

She has been supplied with the following (in addition to fifteen fathoms of Chain cable 1 5/16 which she had on board) viz. 229 fathoms of 1 1/4 proved up to 28 1/10 tons Admiralty Test, at our recognized machines, and Certiffs produced for the same, also for 3 Bower Anchors, weighing respectively 13" 3" 13 Proved = to 15" 10, 13" 1" 16 = 4 15 1/4, 11" 2" 10 = 13" 9 cts. See the accompanying Certiffs in reference to the foregoing. Signed L.R. Pett

She has also 90 fms of 1 1/16 Stream Hawser, 90 " 8 1/4 Iron Line, 90 of 6 1/2 ins, 80 fms of 6 ins, 80 of 4 1/2, and others, a Long Boat and Jolly Boat or Gig. - a double suit of sails, and it will found in stores.

Mem. Certificates of Test (10) returned to Mr. Thomson 3/11/89 Rb.

Samuel Resions