

30772

Continuation 2<sup>nd</sup> Survey & diagonally doubled  
in the bottom -

# REPORT of SURVEY for REPAIRS.

Damage &c. Rev 8/4/70

No. in Reg. Book. 313 No. 28730 Survey held at London Date, first Survey Feb 6<sup>th</sup> Last Survey Apr 7<sup>th</sup> 1870  
 on the Ship Her Majesty Master Seymour  
 Tonnage 1112 built at Calcutta When built 1836  
 By whom built \_\_\_\_\_ Owners Messrs Sanderson &  
 Port belonging to London Destined Voyage Shanghai  
 If Surveyed Afloat or in Dry Dock In Messrs Fletcher's Dry Dock -

Last Survey, No. 28730 Port Lon. Classed 12A.1. Expired -

REPAIRS, &c. for damage - the yellow metal and wood sheathing stripped off the bottom, the vessel hung in shores and her bottom Caulked; the Rudder renewed &c -  
 For Continuation under the 2<sup>nd</sup> Survey her sides scraped bright from the light water mark to the Waterway seams. bolts driven out for survey; the listings cut fore and aft at the bilges on each side in the hold, all air courses cleared, the timber boards lifted, proper staves made inside and outside; the windlass stripped, the Chain Cables ranged on deck, and all other requirements of the Rules attended to -  
 The Planksheer removed fore and aft both sides and a stroke of upper deck next the Waterway from the Beep to within the fore castle, a stroke of topside planking taken out fore and aft each side, and a buttock plank on each side removed - All the requirements for the 2<sup>nd</sup> Continuation and for extra term for diagonal doubling the bottom have been fully complied with - all beams not exposed by

D.S.O

Decks <u>Leak good</u>	Treenails <u>new - Australian</u>	Windlass and Capstan <u>good</u>
Waterways <u>Leak good</u>	Breasthooks and Stemson	Pumps <u>good</u>
Comings <u>Leak good</u>	Transoms, Pointers, and Crutches	Boats <u>7 in 2 - good</u>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c. <u>good</u>
Lower Deck Beams & Fastenings <u>good</u>	Ditto Ditto at other places	Condition, how ascertained <u>examined</u>
Planksheers	Keelsons <u>good where seen</u>	Sails <u>good &amp; dufft</u>
Sheerstrakes <u>scraped and</u>	Clamps and Shelves	Anchors No. of <u>313. 18. 218</u>
Topsides <u>caulked</u>	Ceiling	Cables <u>good &amp; dufft</u>
Wales <u>diagonally doubled</u>	Rudder <u>new main piece &amp; oak</u>	Hawsers and Warps <u>good</u>
Plank (Bottom) and Counter <u>caulked</u>	Copper <u>on felt</u> When put on <u>now</u>	Standing & Running Rigging <u>good</u>
Engine Room Skylights	Caulking of Bottom, Deck, & Waterways <u>good</u>	
Coal Bunker, Openings, Lids, &c. —	Scuppers <u>good</u>	Cargo and Main Hatchways <u>good</u>
		Hatches <u>good</u>

General Observations and Opinion, This vessel has been put into very good condition, being of Leak, we beg to recommend her class to be revised to 14A.1. to be continued 9A.1. and to have 4 additional years for diagonal doubling - say in all 13A.1. Continuation from 1870 -

B. Weymouth

The Amount of Entry Fee.....£ 5 - - is received by me.  
 Special.....10 : 10 :  
 Certificate (if required) : 5 :

Committee's Minute 8<sup>th</sup> April 1870  
 Character assigned Raised to 14A.1

Contd. for 13 years & from 1870  
re: no diagonal doubling



The renewal of deck plank have been bored - A thick stroke of Leak 7 thick worked to the Timbers to terminate the doubling one stroke of longitudinal doubling of Leak worked next to it and two strokes of longitudinal doubling worked next to the Keel 5 & 3 ins thick respectively - and the remainder of the bottom diagonally doubled with 2½ ins Rock Elm on 7 Ells and fastened with Screws of Australian Dard wood and Yellow Metal Dumps 9 & 3/4 - All the Bosh, Crutch, Rider and Knee bolts in way of the doubling renewed with Yellow Metal passing thro' it, the Keel and Seadwood additionally fastened with 1 3/8 & 1 1/4 ins Yellow Metal passing from the Keelson through the Keel, Stems and Stern Post - All the Pintles and Braces of the Rudder new of Yellow Metal the main piece of Rudder new of English Oak, the Rudder trunk new - False Keel new of English Elm - Six Taptimbers abreast of the fore rigging on each side new of Oak - Five filling Timbers on the Port side and six on the Starboard side in the same range added, two upper deck beams, six beam ends, and one three quarter beam, all abreast of the fore rigging, a plank of sheer stroke on each side, and one of the side, one length of upper deck waterway each side, and one length of upper deck shelf on the Port side - all new of Leak - the Plank sheer, stroke of deck next the water - and a few other shifts of deck all new of Leak - The Line Channel renewed - The main Pulwarks partly renewed - The lower mast and all the rigging above the lower masts new, the rest refitted - the outside of the vessel, her upper deck, the doubling of the bottom, and part of the poop deck, Caulked - The doubling sheathed with Yellow Metal on 7 Ells - the Windlass stripped, examined and found good - Chain Cables ranged, good and sufficient - Dumps examined and put into good condition -

Her upper deck and Comings, the upper and lower deck bolts, the planks through which they pass, all of the frame planking, beams, stem, Apron, Stern Post, Windlass, Rudder, and all other portions of the ship where seen are in good condition - The bottom has been most efficiently diagonally doubled -

Her Sheer appears to remain unaltered -

*B. Weymouth*